

COACH AND BUS

WEEK

The PSV Industry's News Weekly

ISSUE 75 JULY 24 1993



WHEN IS A COACH NOT A COACH?

EC acknowledges dual-purpose class in proposed directive.....Page 5

GILBERT KINCH DOES U-TURN

Pleas from corporate customers force change of heart.....Page 14



FROM CHARABANCS TO THE PRESENT

Secrets of Clovelly's tourism success through the decades.....Page 30

INSIDE

P3.....	COMMENT
P7.....	COVER STORY
P4-14.....	NEWS
P16.....	MARKSMAN
P18.....	DIARY
P20.....	LETTERS
P22&23.....	LICENCE REVIEW BOARD
P25.....	TAX AVOIDANCE
P27-32.....	TOURISM
P33.....	BACKUP
P34&35.....	LICENSING & LEGAL
P36-46.....	CLASSIFIED ADS
P47.....	PEOPLE

BRITISH BUS BUYS AGAIN

Liverline takeover boosts North Western

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Y
1984 VOLVO B10M VAN HOOL ALIZEE-H 12M, 50 recliners, brown/beige moquette, osr continental door, coolbox, Webasto heating, curtains, courier seat, on-board coach wash facility, finished metallic silver/black.
M.O.T. APRIL 1994

1987 DAF DV1 CAETANO ALGARVE 12M, 49 recliners, brown/beige moquette, centre sunken toilet, continental door, double glazed side windows, courier seat, TELMA retarder, power entrance door, finished white/blue.
M.O.T. JULY 1994

1990 (September) DENNIS JAVELIN DUPLE 320 11M, 55 seats, grey/yellow/orange moquette, power operated entrance door, air suspension, finished white.
M.O.T. JUNE 1994

1982 VOLVO B10M JONCKHEERE BERMUDA 12M, 49 recliners, grey/red moquette, rear sunken toilet, continental door, wiring TV/video, TELMA retarder, white/red/blue.
M.O.T. FEBRUARY 1994

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M, 51 seats grey/red moquette (46 recliners + 5 way fixed at rear), centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, cream/orange.
M.O.T. MARCH 1994

1984 DAF SB2300 JONCKHEERE JUBILEE P50 12M, 49 recliners, brown/beige/red moquette, rear floor mounted toilet, continental door, driver's berth, water boiler, finished all white.
M.O.T. JULY 1994

1988 BEDFORD YNV PLAXTON PARAMOUNT 3200, 53/55 seats, brown moquette, courier seat, power entrance door, cream/red.
M.O.T. JANUARY 1994

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M, 51 seats (46 reclining + 5-way fixed at rear), grey/red moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, coolbox, water boiler, wired TV/video, finished all white.
M.O.T. DECEMBER 1993

1988 (November) BOVA FUTURA FHD 12.290 INTEGRAL 12M, 49 str, red moquette (44 recliners + 5-way fixed at rear) centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, white/orange/yellow.
M.O.T. NOVEMBER 1993

1983 VOLVO B10M JONCKHEERE JUBILEE P90 TWIN DECK, 58 seats (49 upper saloon + 9 lower saloon), beige/orange moquette, toilet, water boiler, wired colour monitors/video, white.
M.O.T. APRIL 1994

1981 (October) BEDFORD YMQ DUPLE DOMINANT IV, 45 seats, beige/brown moquette, finished white/blue.
M.O.T. OCTOBER 1993

1991 TOYOTA CAETANO OPTIMO II, 21 seats, grey/red moquette, radio/cassette equipment, white.
M.O.T. JANUARY 1994

1990 (September) DENNIS JAVELIN DUPLE 320 11M, 55 seats, grey/yellow/orange moquette, power operated entrance door, air suspension, white.
M.O.T. JUNE 1994

1987 (August) IVECO DAILY WHITTAKER, 14 high-backed coach seats, red/grey moquette, white/crimson.
M.O.T. MAY 1994

1982 (November) FORD R1115 PLAXTON PARAMOUNT 3200, 49 recliners, Autumn stripe moquette with full soft trim interior, power operated entrance door, white/black/red.
M.O.T. JULY 1994

1985 (October) DAF SB2300 LAG GALAXY 12M, 53 recliners, grey/red/orange moquette, continental door, Webasto heating, drinks machine, power plug-type entrance door, white/yellow/green.
M.O.T. SEPTEMBER 1993

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MOSELEY

WHY make a big entry into a market when it is struggling?

It's a question worth asking of the Airtours plans to launch the biggest coach shuttle operation since the demise of ILG. Shuttle operators have suffered mixed fortunes over the past three years and the expensive French market is taking its toll.

However, it is a market dominated by two large players selling through travel agents. Doubtless Airtours will use its Pickfords subsidiary to ensure that between them the 'big three' mop up the business. This is not necessarily good news for either the smaller shuttle operators or those operating on contract. They are unlikely to experience a bonanza next year - or the year after.

Airtours may be going for a gap in the market and its commitment to transport can be at minimum risk with operators providing the necessary flexibility. It makes sense for it to go ahead because

'While there is money to be made from shuttle work, it must be done at the right price with vehicles of the right quality. Otherwise operators just become pawns in another player's game. One good aspect is the big shortage of deckers so there's the possibility demand will exceed supply'

of the benefits of economies of scale from its large stock of campsite equipment with customers sourced from either coach or air.

While there is money to be made from shuttle work, it must be done at the right price with vehicles of the right quality. Otherwise operators just become pawns in another player's game. One good aspect is the big shortage of deckers so there's the possibility demand will exceed supply.

Yet there is another route to better returns.

There was considerable regret when the ILG collapse in 1991 brought an end to Coach Europe's ambitions.

Coach Europe represented a bold attempt to lift the image of shuttle operations with an airline-type service. It brought with it smart vehicles, smart crew and a big drive to raise quality. It promised much for the mutual benefit of the whole industry. Nobody picked up the mantle when it went so let's hope Airtours can capitalise on the opportunity.

However, a shuttle business which relies on a mix and match of operators will be very difficult to monitor unless there is recognition that quality costs money.

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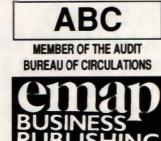
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COACH AND BUS WEEK ENDING 24 JULY 1993

■ **East Yorkshire introduced** a new six-journey ticket for £2 on selected services in Hull this week, as it steps up the competitive pressure on rivals KHCT. With return tickets currently available from both operators at £1, the "Magic Card" offers a further reduction on already discounted fares. Page 6

■ **British Bus subsidiary** North Western Road Car has taken over local rival, Liverline Travel Services, which is to become a subsidiary of the North Western group. Liverline operates 51 buses in the Crosby, Bootle and south Liverpool areas, and the addition of these will increase the North Western group fleet to 430, with a total staff of almost 900. Page 7

■ **Employee-owned Chesterfield Transport** completed the takeover of Derbyshire independent operator E T White & Sons of Calver this week - in a complex arrangement which will see the White's business continue as White's World Wide Travel under the management of John White one of the present partners. Page 8

■ **Transport Research Laboratory** research into different types of speed hump is now forming the basis of Department of Transport advice to highway authorities throughout the country. The TRL maintains that "The most effective measures at reducing traffic speeds usually involve some form of vertical deflection." Page 10

■ **A Manchester operator** has been banned from operating and registering local bus services after its withdrawal of two daily half-hour services. Dennis McCarthy, of Pine Coaches, Stalybridge, told a DoT inquiry that interference from competing firms and inaction from the PTE had prevented him from operating a safe service. Page 11

■ **The second-largest bus advertising company** in the UK has been formed by the merger of The Bus Advertising Business and Metro-Transad. This follows a successful joint marketing link-up between the two companies. Page 11

■ **Loughborough independent Kinch Coaches** has had to scrap plans to pull out of coaching after the company's regular customers insisted that the coaches be available for the next few years. Proprietor Gilbert Kinch had intended to concentrate on bus work. Page 14

COACH AND BUS EVENTS

- August 17-19: RDA Workshop - coach tourism fair, Cologne, tel 01049 221 120 448
- September 13 to 17: PTRC European Transport Highways and Planning 21st Annual Summer Meeting, University of Manchester Institute of Science and Technology. Zofia Duszynska, tel 081 741 1516, fax 081 741 5993
- September 13 to 17: 26th International Symposium on Automotive Technology and Automation Conference, Aachen, Germany. ISATA, tel 081 681 3069
- September 14: Coaching For Pleasure Day, Black Country Museum, Dudley. Promotional places for CTC or BCC members. Contact Derrick Alsop on 0723 501950
- September 26: SHOWBUS, Imperial War Museum, Duxford. Trade inquiries ONLY to Charles Nicholson, Showbus, The Apothecaries Lodges, off Collinswood Road, Farnham Common, Bucks
- October 7-10: Coach & Bus '93, Hall 5, National Exhibition Centre, Birmingham. Philip Carlisle, BCC, tel 071 831 7546, fax 071 242 0053
- October 15-20: European Coach and Bus Fair, Kortrijk, Belgium, tel 010 32 51 22 60 60
- November 16 to 19: Autotech 93, National Exhibition Centre Birmingham. Julie Brown/Corinne Paine, IMechE, tel 071 973 1316

COACH

Airtours starting major shuttle ops

By Mike Morgan

ONE of the UK's largest coach shuttle operations is to come on stream next season when air holiday specialist, Airtours, starts services to Italy, Spain and Southern France.

Based on the model of the former ILG's Coach Europe operations, the Air-

tours plan is for up to 50 coach departures per week using mainly single-deck vehicles contracted in from operators across the regions. The plan marks the most significant boost to shuttle services since the demise of ILG in March 1991.

Travel consultant and former Coach Europe operations director David Fenton is planning the new Airtours programme.

The first coaches will depart from mid-May with services stretching through to mid-September. But as yet no decision has been made on branding.

Airtours'

successful self-drive motorising and camping arm EuroSites is behind the new service as a way of improving utilisation of the company's capacity which includes camping, self-catering and hotels. Its directors are already talking to coach operators about potential contracts.

Mr Fenton says the Airtours network will be bigger than any current operation to the sunspots of Europe. Package holiday customers for the express shuttles will be destined for EuroSites' holiday campsites and apartments.

Airtours is expected to sell through its own travel agency, Pickfords, in much the same way as market leaders Cosmos and SeaSun sell through Lunn Poly.

Airtours is unlikely to take the number one spot with new business alone. An industry source told *Coach and Bus Week* that the shuttle market is estimated to be worth 125,000 passengers in 1993. Its potential is thought to be no more than 200,000 with 150,000 being the most likely total in 1994.



Coach Europe model may be followed

COACH AND BUS

TV star launches Merseytravel's hi-tech service and info package

MERSEYTRAVEL'S pioneering high-tech bus service and real time information package was launched by TV technology presenter Judith Hann this week.

Codename SMART, the pioneering project has received a £1.5 million Euro cash grant under the EC's Thermie programme and it is due to come on stream in February next year.

The three month trial stage will assess the information displays and the revolutionary low-floor bus introduced last week (*Coach and Bus Week* July 17, 1993).

Extensive market research will back this up with passengers questioned on the popularity and viabil-

ity of SMART.

Route 224 - the first service to feature the SMART bus - links Liverpool city

centre with technology and business parks, plus the city's universities and Albert Dock.

COACH AND BUS

Pugh has operation

JOHN Mervyn Pugh, West Midland and South Wales Traffic Commissioner is currently recuperating following a hip operation at Portsmouth Hospital.

He is likely to be off work for six months owing to the hip fracture and is due to be transferred to a hospital nearer to his home in Worcester.





■ COACH AND BUS

KHCT staff say yes to buyout

OVER 80 per cent of staff at Kingston Upon Hull City Transport have voted in favour of a buyout of their firm in a partnership arrangement with another UK employee-owned bus operator.

A secret ballot of the company's workforce produced a majority of 285 voting in favour of a partnership purchase, with 11 preferring the workforce to go for the purchase alone, and 51 voting to do nothing and wait for the company to be sold in the open market sale.

By Andrew Jarosz

Operations director and secretary of the buyout committee Roy Mitchell said the committee had recommended the chosen option as being the best for the future of the company.

"We now have to wait for the production of formal tender documents and then select our potential partners," he said.

Mr Mitchell confirmed that the committee had already had "useful" pre-

liminary talks with a number of companies. "There are over 20 companies in the country with employee participation and quite a few are interested," he added.

Hull City Council, the sole shareholder, is committed to completing the sale by the end of the year (*Coach and Bus Week*, June 12). The council is consulting the DoT over the manner of the sale and will appoint advisers in the near future.

● **EYMS ups the pace in fares war:** Page 6.

■ BUS

Shlackman appointed Leicester CityBus md

DAVID Shlackman, who was managing director of Southend Transport until its sale to British Bus, has been appointed md of Leicester CityBus.

Mr Shlackman takes over from md and chairman Geoffrey Hilditch, who left

the company after Leicester City Council decided that Mr Hilditch's status as a bidder for the company conflicted with his role as chairman.

The chairman's post has already been filled by former vice chairman Peter

Connolly (*Coach and Bus Week*, July 10).

Mr Shlackman said he had been appointed managing director to see the sale of LCB through and that his role would continue until the company was sold.

■ **Letters:** Page 20.

■ COACH AND BUS

Draft EC transport directive may be law by next year

A DRAFT transport directive aimed at standardising bus and coach legislation throughout the European Community could become law by next year.

Brussels is currently studying a report it commissioned earlier this year which will lay down basic safety requirements, define coaches and buses and improve access for the disabled.

The proposals contain new height requirements on emergency exits, lapbelts on all seats in minibuses and smaller coaches, new assessments on weight and luggage space and even look at equipment such as ticket machines, which will

require tapered corners.

Mega decker buses will require two staircases if there are more than 50 seats and vertical dimensions of upper decks are to be restricted to 170 cm (172 cm currently permissible in the UK).

Special attention is paid to access for the disabled after pressure from Euro MPs and pressure groups, who are optimistic that this draft will meet widespread European approval.

If the proposals become law, coaches and buses catering for the disabled will be required to have low floors, ramps and priority seats near to the entrance

with handrails and 50 per cent more space between seats. Wheelchair restraints will not be required on buses, but are specified for coaches and dual-purpose vehicles.

The draft also intends to give definitions to coaches and buses, with coaches becoming exclusively seated and buses are specified as having seats and standing space, designed for frequent passenger use.

The directive was drafted in response to the internal market directorate's own report made last year and some new features for improvements.

Although the present



"IT'S QUITE SIMPLE, YOU SEE : COACHES HAVE WHEELCHAIR RESTRAINTS AND ARE DIFFICULT TO GET INTO, WHILE BUSES ARE EASIER TO GET INTO BUT HAVE NO WHEELCHAIR RESTRAINTS"

Belgian presidency will not include it in its programme it is expected to be ready next year when France and Greece chair the six-month rotational commission. **CBW**

■ RURAL transport has come to the doorstep in Shropshire, with the introduction of a voluntarily run dial-a-ride bus service. The service operates between 9.00am and 5.00pm and will pick up people from their doorstep and take them anywhere in the Oswestry district. The bus has low steps, wheelchair space and a passenger lift to accommodate elderly and disabled passengers, who are unable to use conventional transport. The project is run by the Oswestry Community Transport Initiative with grant assistance from Shropshire County Council.

■ MERSEYTRAVEL is returning to its equal opportunities policy and will advertise forthcoming vacancies both internally and externally. Suspension of external advertising started last November to encourage the redeployment of a number of supernumerary staff, particularly from the ferries. Of the 20 posts advertised since the ban, four had to be advertised externally for a second time, and there was little evidence of surplus internal staff applying for the vacancies.

■ A PARTY of American tourists were safely evacuated before a coach caught fire on the M4, last week. The 30 passengers were safely evacuated following a tyre blowout on the 49 seater. The driver retrieved all the luggage before flames engulfed the vehicle. A relief coach was quickly provided to take the passengers to Bath. The owners Silcox Motor Coach Co, of Dyfed are currently examining the vehicle.

■ A COMPETITION to promote rural transport initiatives has been started in Oxfordshire. The Rural Transport Initiatives Competition is sponsored by Oxfordshire County Council, Esso, Kraft General Foods and the Rural Development Commission, the competition is open to any group or individual, with prizes up to £500 available. The aim is to promote new transport projects, ranging from community buses to dial-a-ride services. For further contact Irene Revoco on 0865 883488

■ KINGSTON Upon Hull City Transport has sold five Dennis Dominators to Isle of Man Transport. The 1985 75 seaters are the first Dominators on the island.

■ BUS

EYMS launches new ticket

By Andrew Jarosz

EAST Yorkshire introduced a new six-journey ticket for £2 on selected services in Hull this week, as it stepped up the competitive pressure on rivals KHCT.

With return tickets currently available from both operators at £1, the "Magic Card" offers a further reduction on already discounted fares.

EYMS Group joint managing director Godfrey Burley said the ticket utilised the new Wayfarer 3 ticket machines which had been introduced on buses based at the new Hedon Road garage.

"We have spare capacity on our services and I hope the initiative will gen-

erate some more passengers," he said.

The magnetic ticket is validated by the Wayfarer card-reading machinery similar to the system introduced

by Mainline in Sheffield (*Coach and Bus Week*, May 15). Publicity encourages passengers to pop the card in "the slot" which records boarding details.

Tickets are available from drivers and the EYMS travel centre and cost only



EYMS has cut fares in battle with KHCT

£1 to pensioners with concessionary passes. They are valid for three months and are transferable between passengers. As an introductory offer, the tickets were on sale for £1 on Monday and Tuesday.

As only the 50 vehicles

at Hedon Road are fitted with Wayfarer 3, the tickets are only valid on eight services covering east Hull.

Services to Bransholme and Greatfield are covered but the company does not rule out an expansion of the scheme in due course.

■ BUS

Shoppers need better facilities

OPERATORS and manufacturers have been urged to improve conditions for passengers carrying luggage, by the Welsh Consumer Council following an extensive report.

Bearing the Burden studies all forms of public transport throughout Wales and the problems encountered by passengers who carry shopping and baggage.

It was found that 52 percent used local services for their weekly shopping and faced problems storing bags and shopping trolleys, particularly in the growing number of minibuses, making public transport a more unrealistic alternative to private motoring.

Researchers at bus depots and stations

found that mothers with children and elderly people faced difficulty with steps and stairs, luggage storage and lack of facilities such as trolleys, escalators and porter staff.

Miss Beata Brookes, Chairman of the Welsh Development Council said: "It is a very poor public transport system that denies access to mothers and fathers with young children. If people are encouraged to use public transport more often, more attention has to be given to what people need and why they travel on trains and buses."

The council argues that solutions should be found in the wider context of government transport planning, urging local authorities to give investment a higher priority.

The report added that employers in city and town centres should press operators and local authorities to provide a flexible and responsive service on behalf of their customers and employees.

The success of the Disabled Persons Transport Advisory Committee in highlighting the needs of the disabled on buses, was sighted as an example of what can be done to pressure authorities and manufacturers to improve interior designs for customers who wish to carry luggage.



Elderly people face difficulties on public transport

■ BUS

Moorhouse joins KHCT

KINGSTON UPON HULL CITY TRANSPORT has appointed Eric Moorhouse to head the company towards privatisation as part-time managing director.

Mr Moorhouse joined the public transport industry in 1967 when he was seconded from ICI to Leeds City Transport to lead a pay and productivity study. He stayed and became industrial relations officer at LCT until the undertaking was absorbed by the West Yorkshire Passenger Transport Executive in 1974.

At WYPTE he was controller of personnel, with board responsibilities, and became the general secretary of the Federation of Public Passenger Transport Employers in 1980, until the disbandment of the Federation in 1986.

Mr Moorhouse holds an MA in industrial relations and is a member of the Chartered Institute of Transport.

CBW

■ COACH AND BUS

Liverline to British Bus

By Richard Simpson

BRITISH Bus subsidiary North Western Road Car has taken over local rival, Liverline Travel Services, which is to become a subsidiary of the North Western group.

Liverline operates 51 buses in the Crosby, Bootle and south Liverpool areas, and the addition of these will increase the North Western group fleet to 430, with a total staff of almost 900.

Also included in the deal is the lease of Liverline's depot in Hawthorne Road, Bootle.

Liverline will retain a separate identity, and its management team of John Hale and Steve Donahue will remain in place and co-ordinate their activities with

those of North Western's Bootle depot.

North Western's managing director, Bob Gregory, said: "This acquisition gives us a further opportunity to strengthen and develop bus services in Merseyside, which will in turn, provide greater job security to the employees of both companies."

Mr Gregory said that North Western's last set of accounts showed its best results since its formation in 1986 in spite of unabated competition on routes within Merseyside and Greater Manchester.

He said that the company was continuing to trade very successfully and was continually including business volumes in all areas including local bus services,



Liverline is now a North western subsidiary

private hire and excursions as well as gaining some very successful contract tenders from local authorities.

The deal marks another success for British Bus, which, since it was formed from the former Drawlane Transport late last year, has acquired coach operators

Bruce and Express Travel, and former municipal Southend Transport.

It also highlights a continuing trend of consolidation on Merseyside. Last spring, employee-owned Merseybus took over Fareway Passenger Service of Kirkby.

■ BUS

Limited form of regulation proposed

LIMITING service alterations to four dates, at most, per year is one of the key proposals from Merseytravel (Merseyside PTE) in a detailed response to the Department of Transport's review of deregulation legislation.

The executive pushes for greater regulation and control of operator's performance and service delivery, through a host of proposals introducing a limited form of regulation in support of greater network stability.

Merseytravel points to almost daily changes in the service network (1,008 in 1989/90) and criticises individual operators for lack of information and du-

bious quality of service delivery.

It proposes that local authorities (or PTEs) should be duty bound to provide comprehensive systemwide information and suggests that they could also act as agents of the Traffic Commissioner for the processing of registration data.

It believes that four fixed dates for service changes would bring more stability (albeit with a degree of flexibility on new services to unserved areas) and proposes ways of discouraging frivolous registrations.

It suggests that the highway authority, police and PTEs should be allowed to examine all proposed regis-

tions for suitability, safety and congestion, before authorising them.

Merseytravel insists that operators should be duty bound to join any local authority administered ticket scheme and have a right to join any operator-based scheme involving more than one operator.

It also proposes closer scrutiny for newcomers into the market, towards a higher minimum quality of operators, and various regulations to control product quality and vehicle standards.

Various reasons are proffered for the fall in bus usage and its poor image and it proposes that a Passengers' Charter be introduced nationally.

■ **CROSVILLE** Wales of Llandudno has secured a two-year contract let by Rhuddlan Borough Council to operate one of the few closed door group of services for pensioners in the country. A varied network of routes designed by the council covering places between Prestatyn and St Asaph operates on different days, six days per week using two CW double deckers. The services, which are only available to pensioners, have been operating in preference to alternative forms of support such as tokens or concessionary passes for nearly 20 years, and the contract was gained from Empire Coaches following its operation by a succession of local coach companies.

■ NATIONWIDE Transport Breakdown Services Ltd of Denton, Manchester, has successfully achieved BS 5750 Part 2 quality assurance. The company, founded in 1987 by Spencer Brown, director, says quality has been one of its strengths since the conception of the business. Quality manager and director, Stuart Brown, said:

"We knew that we must achieve the necessary quality standards to satisfy our client demand for continuing high quality performance. I am pleased that the company is one of the first specialist breakdown service companies to achieve these coveted internationally recognised standards." Nationwide offers 24-hour breakdown and a network of agents cover the UK, Republic of Ireland, Holland and Spain.

■ **TOWER BRIDGE** is to open as scheduled, despite speculation that the London landmark would remain closed beyond its proposed deadline. A Corporation of London spokesman said: "Repairs to Tower Bridge are on schedule to be complete in time to reopen for road vehicles in mid-September, as we announced originally." Repairs to the supporting steelwork had resulted in closure and the removal of the road surface.

■ **MAINLINE** of Sheffield is sponsoring the Special Olympics which will be held in the city next month, by backing the opening ceremony with £10,000. Organisers of the event, which has already attracted 20,000 competitors, say that the cash will be used to ensure smooth transport arrangements for competitors, families and officials during the games.



Scania is KM Motors' first for three years

■ COACH

KM Motors takes delivery of Scanias

KM Motors of Barnsley has upgraded its 11-vehicle fleet with its first Scania delivery for three years.

The latest vehicle, which is for British and Continental tour work, is a K113 CB with Plaxton Premiere 350 body fitted with centre sunken toilet, servery,

TV/video, Telma and double glazing. Paintwork was completed in-house by KM.

General manager Keith Meynell says the company is very satisfied with the performance and backup service for three K93s with Plaxton 3200 low-driver bodies in the fleet.

CBW

■ COACH AND BUS

White's not washed out

EMPLOYEE-owned Chesterfield Transport completed the takeover of Derbyshire independent operator E T White & Sons of Calver this week - in a complex arrangement which will see the White's business continue as White's World Wide Travel under the management of John White one of the present partners.

Twenty vehicles, mostly coaches and a handful of minibuses together with approximately 25 driving

By Andrew Jarosz

staff, will transfer to Chesterfield Transport.

Existing engineering staff at the Flint House garage in Calver will stay with the company as the base and existing petrol station will remain in family hands. Chesterfield Transport will be buying in maintenance from White's and the fleet will continue largely unchanged, although some of the service buses

will take on Chesterfield Transport's colours.

John White will manage the coach business and the Chesterfield Coaches six-vehicle fleet, although it is unclear at this stage whether the two units will merge. White's World Wide Travel, like Retford & District and Chesterfield Omnibus, will become a

Chesterfield Transport subsidiary company and will be responsible for operations in the Peak District. Services include county council contracts and a network of rural routes as well as a regular service to Sheffield.

Chesterfield Transport operations director Ian Duff said it would be a while before all operational details were finalised but there would be no job losses and White's operations would continue unchanged.

■ BUS

Mainline rationalises subsidiary

SHEFFIELD-based Mainline is rationalising its SUT/Sheaf Line subsidiary this weekend with the closure of the Charlotte Road depot and the transfer of operations to three existing Mainline depots in Sheffield.

Although the move is claimed to be part of the ongoing rationalisation of SYT-owned facilities, continuing negotiations with staff suggest that the move may be a first stage leading towards Sheaf Line's total elimination.

The suggestion comes soon after Mainline won a 'moral' victory at the end of the three-year struggle to prevent forcible divestment of the low-cost subsidiary at the behest of the Monopolies and Mergers Commission and the then Secretary



Sheaf Line could be eliminated

of State for Trade and Industry Peter Lilley (*Coach and Bus Week*, June 12).

Operations will split on July 24 with the coaches and Coachline business transferring back to Leadmill Road depot, and bus operations being transferred to the Greenland Road and

Herriahs Road depots.

SUT/Sheaf Line will then function as separate units within these depots, operating their own vehicles on existing services, although management stays at Charlotte Road pending relocation to the new Mainline headquarters on Sheffield's Riverside.

Long term suggestions are that the low-cost aspect of the operations could be incorporated into the Mainline marketing identity, with commercial operations being scaled down drastically.

It is understood that negotiations with staff are continuing with this end in mind, although implementation could be as far away as September when the next round of South Yorkshire Passenger Transport Executive tenders take effect.

Meanwhile, Mainline still has to complete its workforce purchase from the SYPTA, and conclude negotiations with the Director General of Fair Trading over undertakings over future competitive behaviour.

Final decisions over the future of the low-cost operations will probably not be taken until these two matters are concluded.

■ COACH

Cantabrica buys its tenth Excellence 2000HL



More vehicles with theatre seating for Cantabrica

CANTABRICA has expanded its fleet of distinctive Berkhof Excellence 2000 HL coaches with the addition of four for this season.

This has increased the number of similar vehicles with theatre-style seating in the Watford-based fleet to 10.

All four follow the same specification as on earlier vehicles, including the first which was road tested by Mike Morgan last year (*Coach and Bus Week*, May 30, 1992).

The ramped floor arrangement allows the continental door, toilet and kitchen servary to be accommodated below the seating area at the rear of the vehicle.

Over 10 cubic metres of usable luggage space is an additional benefit for the 50-seat coach which also has Telma, ABS and Alcoa alloy wheels.

All the Berkhofs carry the recently modified Cantabrica livery. **CBW**

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Trials under way in Sheffield

■ COACH AND BUS

DoT is funding hump research

TRANSPORT Research Laboratory research into different types of speed hump is now forming the basis of Department of Transport advice to highway authorities throughout the country.

The Transport Research Laboratory maintains that "The most effective measures at reducing traffic speeds usually involve some form of vertical deflection."

A new Transport Research Laboratory project report, *Speed control Humps - a trial at Transport Research Laboratory*, by AR Hodge reports on tests for speed cushions and humps designed for higher speed

By Richard Simpson

roads.

Trials at TRL assessed different types of speed hump for roads with different speed limits and experimented with a wide variety of vehicles, including pedal cycles, a three-wheeler car, buses, trucks, a limousine and emergency vehicles.

Another TRL report, *Road Humps for Controlling Vehicle Speeds* by David Webster, describes the types of vertical deflections that can be used in traffic-calming schemes, together with an assessment of their effectiveness. It also gives an

updated speed/separation relationship which shows that humps need to be placed closer together to ensure that vehicles do not exceed 20 mph.

The results of both reports provide information that may help highway engineers design appropriate road engineering measures.

Following the TRL trials, the Department of Transport is funding on-road trials of speed cushions in Sheffield and York and of smaller humps for 30 mph roads in Wakefield. TRL is monitoring their performance and will be reporting on their effectiveness.

■ BUS

Jail for former BBT accountant

A FORMER accountant who took charge of Barrow Borough Transport while he was an undischarged bankrupt has been jailed for three months.

John Garrett, who joined BBT as company secretary in November 1987, took over as company general manager in 1988 after managing director David Bowen retired through ill health.

Mr Garrett, of Dalton-in-Furness, admitted being a bankrupt, disqualified from company management, furnishing false information and three counts of obtaining credit while being a bankrupt. The total amount involved in the charges was £12,923.28 of which a £4,000 loan had been repaid.

Barrow Borough Transport was one of the first former municipal operators to go under after deregulation. In spite of hopes of a workforce co-operative buyout, the company went into administrative receivership in December 1988.

Ribble had attacked

BBT with a new minibus network at deregulation and it was Ribble, under Stagecoach group ownership, which purchased most of the BBT assets in May 1989, which then led to the winding up of the company.

Mr Garrett had run an accountancy business in Southport which had run into financial difficulties. He failed to disclose to his new employers that he had been declared bankrupt in August 1984 and that he was a struck-off chartered accountant.

In mitigation, defence counsel James Pickup said a Southport solicitor had told Mr Garrett that the job of company secretary was open to him. He did not know that the failing health of the managing director would throw him into effective management.

"There was no evidence that he had set out to defraud the company, that he took money from it dishonestly, or had any part in the failing of it," he said.

■ BUS

Leaside Buses in awards

LEASIDE Buses was the only London Buses subsidiary to win recognition in the hotly-contested Good Practice Awards staged by the Association of Metropolitan Authorities.

The awards are presented annually to bus companies throughout the UK for projects, services or technology that greatly improves bus travel.

Route 73, which runs from Tottenham to Victoria, was identified after being reviewed and improved over the last three years.

These improvements, including customer care,

training and refurbished Routemasters, have led to a 10 per cent increase in the number of passengers using the route.

Route information was



upgraded inside and outside the buses.

The judges said: "This entry shows how a combination of robust timetabling, staff motivation, promotion and good maintenance can lead to increases in patronage."

"Leaside has shown how a route-by-route approach to improving service can work." The judges were especially impressed with the improvements to the frequency after an increase in the number of buses allocated to the route from 33 to 45 to give a bus every two or four minutes during the peak.

■ BUS

Passenger impaled on skip truck

A PASSENGER of 63 was killed instantly when a refuse collector smashed into a 22-seater bus, Luton Crown Court heard last week. Pensioner Christine Cowley was sitting at the front of the Lutonian minibus when the forks of a skip lorry, used to remove large rubbish bins, pierced the bus and impaled her.

The lorry's driver, Leslie Castleman, was found not guilty of reckless driving, but was found guilty of careless driving.

The bus driver, Graham Burnage, told the court how he failed to avoid the truck after he spotted the lorry pulling out of a Luton sidestreet at a give-way sign.

Mr Burnage said: "All I remember is pulling away to avoid him, then a bang and the screams. I was unable to avoid the accident. The lorry was virtually right through the side of the minibus."

Mr Castleman was fined £250 and banned from driving for three years.

CBW



The shape of things to come in Lancaster

■ BUS

Bus war claims another victim

A MANCHESTER operator was banned from operating and registering local bus services following its withdrawal of two daily half-hour services.

Dennis McCarthy, of Pine Coaches, Stalybridge, told a Department of Transport inquiry that interference from competing firms and inaction from the passenger transport executive had prevented him from operating a safe service.

Mr McCarthy wrote to the North Western traffic office last February complaining that convoys of buses were operating in front of his, preventing them from

By Michael Jewell

picking up passengers, at Ashton Bus Station.

He said that one rival, Pennine Blue, had a notice in the back of its bus saying that it was out to get his firm.

"It seems not to be an offence to go out and deliberately prevent another operator from operating," Mr McCarthy told the inquiry.

One of the services to Carrbrooke village was forced to operate outside the station before it was abandoned last May, while the other hadn't been able to get off the ground.

North Western traffic commissioner Martin Albu said he would also take appropriate action against complaints Mr McCarthy had made about unregistered services by Greater Manchester Buses.

Mr McCarthy said that there seemed to be two sets of rules operating, as nothing had been done about complaints he had made to the Department of Transport about the company.

The Pine Buses proprietor complained that Greater Manchester Buses had 1,800 vehicles and there was no protection for smaller operators.

■ BUS

CW's topless routes curiously successful

TWO new seasonal tourist services have been introduced commercially in Gwynedd by Crosville Wales, using unusual vehicles which are drawing additional patronage through their curiosity value.

A new coastal open-top service follows the Morfa Dyffryn coast for the 10 miles from Barmouth to Llanbedr and is operated hourly by an additional

open-topper obtained by the British Bus subsidiary Bee Line Buzz of Manchester.

The 'Magic motor bus' service from Porthmadog to Pwllheli has been superimposed on top of an existing hourly frequency to double the headway using a 35-year-old Bristol SC4LK which is preserved by the company. It connects with the narrow gauge Ffestiniog

Railway at Porthmadog.

Crosville Wales managing director John Rimmington said both services were proving popular, attracting new patronage and could lead to an expansion next year.

"We advertised our two historic buses for sale last year and received no sensible offers. So we're putting them out to work and they're doing well," he said.

■ BUS

Police probe WMT crash

WEST Midlands police are investigating the circumstances surrounding a collision in Wolverhampton, which left a bus and its passengers balancing on a disused railway bridge above a 20 foot drop.

The West Midlands Travel Leyland National crashed through the bridge wall following a collision involving three cars and left 20 shocked passengers teetering on the edge until an off-duty Detective Superintendent came to the rescue.

Passers-by held the

back of the bus to prevent it from falling while Detective Superintendent Sandy Craig evacuated the passengers from the rear emergency door, before fireman arrived to remove the vehicle.

Three passengers were treated for shock at the Royal Wolverhampton Hospital and the driver was treated for whiplash although no-one was seriously injured.

A WMT spokeswoman said the vehicle had been examined by the Department of Transport and no fault had been found.

■ COACH

Plaxton for Excelsior

EXCELSIOR Holidays of Bournemouth has selected a mix of Volvo and Scania chassis Plaxton Premiere 350s with air-conditioning for its daily Bournemouth to London express service.

Two of the three are mounted on Volvo B10M and the other is on Scania K113.

Each shares the same body specification which includes 49/53 reclining seats, centre demountable toilet, fridge, drinks dispenser, double glazing and side window blinds.



All three coaches have air-conditioning

CBW

■ BUS

Reading Buses carousels boost its info services

READING Buses is introducing new information carousels at 12 of its bus stops, including some in the city centre, as part of a continuing drive to improve customer information services.

The cylindrical units are designed to clearly display a large amount of timetable information showing times of buses at the locations.

The carousels have been installed for a three-month trial during which time customers will be invited to submit their comments to Read-

ing Buses. A prize draw for 10 free Travelcards is an incentive for customer comments.

Traffic manager Glynne Davies said: "The company is currently seeking ways of updating existing methods of timetable display in a move to provide customers with easily accessible information. The results of the customer survey will be carefully analysed and if they prove effective and popular they will be installed at other key points in the network."

■ COACH

Dover route gets its first service station

THE main Birmingham to Dover route is to get its first service station, this week.

Road Chef Ltd is to open its eleventh motorway service station, Clacket Hill on the M25, the first on the 180-mile journey from the midlands to the Kent coast.

Serving 5,000 customers, it has extensive coach parking space and a tourist information office.

The Clacket Hill Station will make the 21-year-old firm Britain's third largest behind its giant rivals, Granada and Forte.

Although the Department of Transport restricts what can be sold to deter congestion from potential motorway shoppers, the service station will be offering a 24-hour service, open every day of the year.

THE second-largest bus advertising company in the UK has been formed by the merger of The Bus Advertising Business and Metro-Transad. This follows a successful joint marketing link-up between the two companies.

Although it had only been trading for six months, The Bus Advertising Business had developed a unique computer planning facility to enable advertisers to design nationwide bus advertising campaigns.

Based around a comprehensive computer database the system lists details of every bus fleet in the country currently taking advertising, including vehicle type number and colour, the populations these fleets serve, the TV area, county and conurbation where the fleet is based and the advertising sales contact for each fleet.

Information can be sorted, analysed and presented in an infinite number of ways to build tailor-made campaign schedules for an individual advertiser.

For instance, a campaign can be built to target

By Richard Simpson

UK population centres over a particular size, a national campaign can be built to meet a particular budget, or campaigns can be targeted on particular population centres.

Now operating under the new name of Metrobus Advertising, the company's executive chairman is Tom Goddard who was chief executive of Metro-Transad. Terry Dyer, formerly managing director of The Bus Advertising Business, has taken over day-to-day responsibility for the merged company.

Terry Dyer said: "We have had a very successful first six months of trading and we would like to clearly indicate to the industry our ambitions for the future.

"This merger is good news for all concerned. It gives us the strength to market our medium more forcefully. As a new company we are able to undertake a fresh approach to selling the bus medium.

"We have an experienced and highly motivated

sales and management team and we are keen to establish ourselves in the market quickly as the next year is likely to see a number of major changes in this industry on which a successful company can capitalise."

Mr Dyer also feels that the bus operating industry has undersold itself for years: "It generates turnover of £25 million, which should be £75 million at a conservative estimate."

But to do this, some important changes must be made: "Not all buses are clean, well maintained or are of a decent colour to be conducive to advertising.

"Panel sizes vary from bus to bus and no account is taken at the manufacturing stage about how a vehicle will display advertising.

"The medium lacks sales and marketing investment from the contractors due mainly to the narrow margins.

"Only a few contracts make the contracting profitable for the contractors. The result is a minority of contracts subsidise the majority."

■ COACH

Premiere joins Godsons

GODSONS of Crossgates, Leeds, has upgraded its coach fleet with a Plaxton Premiere 350-bodied Volvo B10M Mk III.

The 49-seat vehicle will be used extensively on Godsons' own private tours and hire. It is fitted to full touring specification with crew seat and toilet, while its exterior is painted in Godsons' distinctive pink, sand and white livery.



■ COACH AND BUS

British Bus sole dealer

MARTINS Bus and Coach Sales of Middlewich Cheshire, has secured sole dealer status for the disposal for resale and scrap of all vehicles surplus to subsidiaries of British Bus plc.

The company has been told that British Bus, which currently operates about 2,500 vehicles, intends to replace ten per cent of the fleet per year but, because of expansion plans, the actual number of vehicles available will approximate 180 in the first year.

General manager Eddie

Dickens said the deal would simplify disposal procedures for British Bus and prospective customers.

"We have full inspection facilities available on site and we can prepare vehicles to customer specifications."

Martins is currently handling the disposal of coaches from the Bruce of Airdrie fleet (*Coach and Bus Week*, May 29) and is anticipating the arrival of buses rendered surplus by the takeover of Southend Transport.

CBW



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1983 (P.P) DAF SB 2300 - BERKHOFF ESPRESSO
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Toyota

1989 (G) TOYOTA - OPTIMO
(6cyl), 18 seats, curtains, drinks facility, power door, current MOT.

Mercedes

1987 (E) MERCEDES 609 D COACH
~~SOLD~~ 609 D, 18 seats, curtains, luggage, full soft trim, wheel covers, MoT 30/11/93.

Leyland

1989 (F) LEYLAND TIGER (CUMMINS L10 - 2500, ZF MANUAL GEARBOX PLAXTON 3200, recliners + 4 standees, double glazed tinted blinds to side windows, radio/pa/cassette, Telma, ABS & chassis autolube, excellent value &

condition, MoT's from Nov '93 to Feb '94
2 ONLY REMAINING
1986 (C) LEYLAND TIGER-
(TL-11 245) PLAXTON 3500, 6 speed ~~SOLD~~ 609 D, 18 seats and courier, o/s centre sunken toilet, o/s centre sunken toilet, curtains, radio/pa/cassette, pannier lockers, MoT March '94.

1986 (C) LEYLAND TL11-260
5 speed hydraulic gearbox, Berkhof Everest 3.7h/floor, 49 reclining seats,

o/s centre sunken toilet, o/s continental door, curtains, choice of 4.

1985 (C) LEYLAND TL11-245
5 speed hydraulic gearbox, Berkhof Everest 3.7h/floor, 53 reclining seats, o/s rear centre sunken toilet, o/s rear comtinuer door, curtains.
CHOICE OF 3 ALL SOLD

1984 (Dec) LEYLAND TL11-245
5 speed hydraulic gearbox, Berkhof Everest 3.7h/floor, 49 reclining seats, curtains.

Neoplan

1987 NEOPLAN JETLINER SCANIA K112 - MANUAL.
49 seats + courier, o/s continental door, o/s toilet.

1983 (PP) NEOPLAN-SKYLINER MERCEDES V10 - ZF MANUAL,
77 retrimmed seats + courier, toilet, fridge, water boiler etc. -current MoT.

Duple 425

1988 E DUPLE 425- CUMMINS L10, AUTOMATIC GEARBOX, 50 seats + courier, rear sunken toilet, continental door, fridge, drinks machine, MoT 3/1/94.

1988 E DUPLE 425- CUMMINS L10, 7 SPEED MANUAL GEARBOX, 51 reclining seats + courier, centre sunken toilet, fridge, drinks machine, continental door, choice of two, MoT's 23/12/93 & 6/1/94. **1 ONLY REMAINING**

VOLVO

1987 (D) VOLVO B10M - PLAXTON 3200 (low driver), Telma, 53 Vogel seats and courier, double glazed, curtains, radio/pa/cassette, part pannier lockers, MoT 1994.

SCANIA

1985 SCANIA K112 PLAXTON 3200. Low driver, 53 Vogel seats and courier, Telma, radio/pa/cassette, MoT April 1994.

VANHOOZ

1988 (E) VAN HOOZ T815 ALIZEE H. (CUMMINS L10). 6 speed, ZF gearbox, 49 recliners + courier, o/s centre continental door, o/s centre sunken toilet. Double glazed, TV, drinks, radio/PA/Cassette, drivers bunk, maroon curtains, Webasto + Telma.
1 ONLY REMAINING MoT 3/2/94

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Now Kinch is looking for more corporate work

■ BUS

Inspector wins his case but no cash

A BUS inspector and city councillor who was made redundant by the former management of Lincoln City Transport has won his case for unfair dismissal, but will not be awarded compensation because of the company's financial position.

Councillor Alan Bradley was made redundant by Lincoln City Transport last October.

The company had been saved from receivership by a joint buy-out from staff and Derby City Transport in 1991 but was facing mounting financial problems and Councillor Bradley claimed he had been forced to go because of his inside knowledge over the withdrawal of city council subsidies.

Industrial tribunal chairman John Bellis said Councillor Bradley felt "it was a put-up job by the Derby mafia."

John Tilbury, who was depot manager at the time, admitted that Councillor Bradley was "a bit of a nuisance," but denied he had been singled out.

Robert Hind, managing director of Derby City Transport and Lincoln City Transport md from November 1991 to February 1993 said: "By January 1992 it was back in profit but in the autumn a number of things happened.

"The most critical factor was the review of the city council concessionary fare scheme and the company received £88,000 less than expected.

"On top of that the council withdrew a £40,000 subsidy and losses were accrued because of service disruption as a result of road closures south of the city.

"If that was not enough, when the company's insurer, MMI, ran in to financial problems we had to seek another insurer which cost £30,000.

Mr Hind said the company had no choice but to make five drivers, a traffic assistant and one inspector redundant. The decision was on a "last in, first out" basis.

The tribunal chairman criticised Lincoln City Transport management for its lack of consultation with Councillor Bradley.

Mr Bellis said: "Clearly there was consultation between management and the unions.

"If only the company had consulted with the applicant, it would have avoided his sense of unfairness and grievance."

Mr Bellis awarded no compensation as there was no chance of Councillor Bradley getting his job back because of the company's financial position.

Kinch to carry on coaching

By Andrew Jarosz

LOUGHBOROUGH independent Kinch Coaches has had to scrap plans to pull out of coaching (*Coach and Bus Week*, April 3) after the company's regular customers insisted that the coaches be available for the next few years.

Proprietor Gilbert Kinch had intended to concentrate on bus work and after 25 years of managing the coach business his wife Janet had indicated that she wanted to retire.

"We told our football team customers that we were backing out and sold

all but two of our older coaches but they insisted that we carry on working for them and put me on the spot," Mr Kinch said.

"Janet has agreed to stay on for a while longer and I'm now looking for executive coaches to purchase quickly."

The company has been re-awarded a three-year contract to transport Leicester City FC and the Leicester Tigers RUFC and it will now actively trawl the corporate market for more work.

"I didn't realise we'd generated so much goodwill and you can't let people down, can you?" Mr Kinch said.

Leicester City Football Club revealed that the Kinch quotation was not the lowest. "I might add that there was one tender slightly less than yours but the manager, and indeed the whole club, has been delighted with the whole service we have received from you over the last few years," wrote Alan Bennett, general secretary of Leicester City FC.

■ BUS

Southampton Citybus sacking fair - tribunal

SOUTHAMPTON Citybus acted correctly when it sacked a driver who had taken 15 months off sick in the last two years, an industrial tribunal ruled.

The company dismissed driver Eddy Maton for taking 430 days off work during 1990 and 1991.

Mr Maton, 48, who had been with the company for 25 years, claimed a series of accidents had kept him off work.

But the tribunal ruled that the company was correct to set a 10-day per

year sick limit for him.

Citybus director Mark Threapleton said: "Mr Maton's sickness record was by far and away the worst in the company."

The tribunal chairman added: "The company is entitled to expect a certain level of attendance to maintain their service."

Mr Maton replied: "If I had not been beaten up and had the two accidents because of brake failure I would still be there today."

■ COACH AND BUS

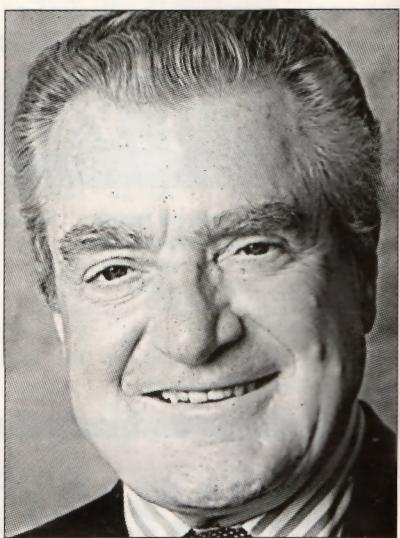
Sir Tom plans to retire

GREY-GREEN founder Sir Tom Cowie (right) is retiring as chairman and director of T Cowie plc this December. The 70-year-old businessman, who also owns Hughes-DAF, will remain a major shareholder and is to become life president of the company.

Cowie group spokesman, Robert Blower said the group was pleased to maintain the connection between Sir Tom and the group, which Sir Tom will continue to represent from time to time.

For some years he has played a back seat role at Grey-Green in favour of Gordon Hodgson who will continue in his role as managing director.

CBW



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Can you please clarify the law on passenger seatbelts?

QI believe that the driver's seat and crew seat (if fitted) on a coach must be equipped with a seatbelt that must be used. Do the seats immediately behind the driver and crew seat and if applicable the centre rear seat of a coach also require seat belts? Furthermore, if seatbelts are required must the driver insist they are used, or is it the responsibility of the passenger?

PRH, West Glamorgan

aTo discover the answer to this simple question it is necessary to inspect the Road Vehicles (Construction and Use) (Amendment) (No. 2) Regulations 1987; the Road Traffic Act 1988 (as amended by SI 1992/3015) and the Motor Vehicles (Wearing of Seatbelts) Regulations 1993.

The vehicle type definitions are not common to all three of these pieces of legislation, and double negatives abound. It typifies the needless complication of English law, of which ignorance is no excuse!

To answer your question it is first necessary to understand that a coach is defined as a vehicle designed or constructed to carry more than 16 seated passengers, with a gross weight of more than 7.5 tonnes and a maximum speed exceeding 60mph. (Different rules apply to minibuses and large buses).

A coach first used on or after October 1 1988 must have seatbelts fitted to the driver's seat and any crew seat. They also have to be fitted to any other exposed forward facing seat, ie one not immediately behind and in the same horizontal plane as a forward-facing seat with a seat back the top of which is at least one metre from the deck.

For the purposes of the wearing of seatbelts, the driver's seat and any crew seat are defined as front seats, and any others on a coach as rear seats.

QUESTIONS & ANSWERS

Questions on any aspects of coach or bus operation giving you problems should be sent to: Marksman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 0733 62656

Persons in the front seats have to use the seat belts, but the driver is not at peril of prosecution if the crew member fails to do so. On a coach, there is no legal obligation to 'belt up' in rear seats to which belts are fitted.

While a coach driver's statutory duty is thus only to wear a seatbelt himself, there is a risk that he and his employer could be sued if a person suffered injury that could have been avoided by wearing a seatbelt. Consequently, it is advisable for a driver to recommend to passengers and any non-staff crew (eg a guide or courier) that belts fitted to seats should be used.

QCan you suggest who may be able to help us with a tyre mileage contract? We operate 28 coaches and cover a million miles a year.

CDG, Cleveland

aDunlop's tyre contract manager tells me that they will not take on a fleet of less than 100 vehicles, and then only fleets based in towns. John Callow, tyre contract manager of Michelin, says that they have a more flexible approach.

For while they generally regard 50 vehicles and 1.5 million miles as the minimum for a viable tyre contract, smaller fleets might

be considered if in a location that would give better utilisation of any existing local tyre-servicing facilities.

For, unlike purchased tyres, those on contract are serviced (ie checked, inflated, fitted, rotated, and documented) by tyre company fitters. Therefore, there has to be adequate facility for the tyre fitter to work on the operator's premises - including compressed air, safety cage and a secure tyre store.

Furthermore, any tyre company will want a reasonable degree of consistency of tyre sizes across a fleet, evidence that proper and honest records of vehicle mileage are maintained, a vehicle annual mileage averaging 30,000 plus, and credit-worthiness.

It is perhaps worth mentioning that tyre suppliers, as well as manufacturers, do provide tyres on a mileage contract basis. You could, for example, discuss this with your local branch of National Tyre Service & Autocare Ltd. They have no minimum fleet size policy - although larger fleets may well attract a better price.

QWe are using a trust account to comply with the Package Tour regulations. Am I right to assume that, as the company does not receive the money until the tour is completed, we do not have to do the VAT Tour Oper-

ators Margin Scheme calculation until then?

TW, London

aYou have opted for a trustee to look after this money on behalf of your customers until the package is completed as a means of meeting the package tour regulations.

You could have chosen a different method that would have given you immediate use of the money from the time that it was paid by the customer to purchase your tour, probably some weeks previously.

Consequently, the rules on determining the tax point for the Margin Scheme are unaffected. The Margin Scheme permits you to choose between the tax point being the date of departure, or the date of receipt of the main payment (which is deemed to be more than 20 per cent of the package price).

The agreement of Customs & Excise is required to change from one choice of tax point to the other. At all events, a failure to account for the VAT due under the Margin Scheme in the tax period in which the tax point falls could result in the imposition of penalties.

QIs it legal for a PSV with passengers on board to be towed? I recently saw this being done, but thought that it was illegal.

DS, Cheshire

aA broken-down PSV with passengers can be towed, but only on a rigid bar and at a speed not exceeding 30mph. It is not uncommon for the police to organise tows of this nature when PSVs break down on motorways, particularly where roadworks result in restricted lane access, to avoid obstructing traffic and, one might well imagine, in the interests of passenger safety.

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Vicious circle

ONE of the main battlefields in the Nottingham bus war is the turning circle at Elmhurst Avenue, Carlton. The circle is claimed as the territory of Nottingham City Transport, which has put up notices to that effect.

But newcomer Nottingham Omnibus, bolstered by information from Nottinghamshire County Council that the circle is in fact the property of Gedling Borough Council, is trying to use the facility as a terminus.

NCT has responded by stacking the circle with its own buses, and its inspectors turn Omnibus vehicles away or try to impound them.

With the matter still unresolved despite a flurry of correspondence between the competitors, the rumour is that Omnibus plans to get even by asking the Traffic Commissioner to invoke precedent on the usage of bus station facilities when one party owns the bus station.

Who put the sex in Wessex?

WILTS & Dorset has decided to spare the blushes of the genteel citizens of Bournemouth, and rejected a thrusting bus-side advertising campaign because it is too rude!

The ads, supporting a local leisure attraction, carry the slogan, "The Wessex Bowl, I can't get enough." But a streetwise wag at the advertising agency has spared the local vandals some work and the vinyls come complete with mock graffiti so they promote a far older leisure activity and read: "Sex, I can't get enough of it."

Presumably, the agency thinks this will improve the campaign's

penetration, but Wilts & Dorset says its buses will not carry the advertising because it "could offend the person in the street."

Bournemouth Yellow Buses is happy enough to run the campaign, which leaves us asking why Wilts & Dorset thinks it might offend people.

The solid citizens of Bournemouth are casting their minds back a while to a widely-reported case when police spotted a Wilts & Dorset bus stopped off-route with the driver's cab empty. Fearing for the man's safety they searched the vehicle, only to find him engaged in a business transaction with a local lady of the

night on the back seat of the upper deck.

The poor man's life was made a misery by the tabloid press, who reported the event in great detail under entirely predictable "Room for one more on top" type headlines.

What story might a holidaying hack from the *News of the Screens* or one of its sisters make if, during his stay on the south coast he spotted a slogan like "Sex, I can't get enough of it" on the side of a bus?

After all, as readers of this page will all agree, if it is in print it must be true (well, most of it anyway).

It's one rule for the bosses and another for workers

WHILE lobbying of councillors continues in Lancaster by City Transport staff, who feel that the council is not being generous enough with redundancy payments (Coach and Bus Week, July 10), one council employee looks certain to collect a handsome pay-off when he says farewell to the authority.

Bill Pearson, the council's chief executive and town clerk, steps down after negotiating the completion of the sale of LCT's assets, and heads for retirement.

The council, celebrating a £3 million windfall from the sale to Stagecoach, intends to show its gratitude to Mr Pearson for his hard work and is appointing con-

sultants, for a reported fee of £7,000, to "advise on his severance pay!"

The 100 or so Lancaster City Transport staff won't be so well rewarded. The council's gratitude for their hard work amounts to a conditional 50 per cent enhancement on their basic statutory minimum pay.



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boiler, courier seat, video, £51,500

1987 (D) LEYLAND TIGER 260 DUPLEX 340,
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Norris should stay and see Travelcard through

From Henry Leibner

SIR

I thought it a bit rich to read that the minister for transport in London, Steven Norris, is so concerned about the retention of Travelcard that he is to stake his political career on its future - even though the minister fully supported the deregulation of London bus services and the break-up of the Network South-East rail network.

Surely Mr Norris must have known that there could be problems in the future with the ac-

ceptance of Travelcard, with many new independent bus and rail undertakings each wanting their slice of the Travelcard cake?

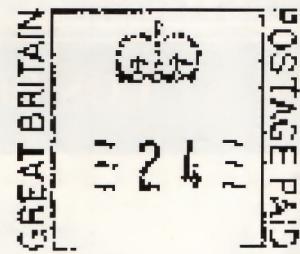
Today, Travelcard is basically accepted by London Buses, the tendered units, Network South-East and London Underground.

If Mr Norris is going to resign, he will be failing to take responsibility for the actions he supported and leave London with a very serious public transport problem, much worse than when he first became minister.

Mr Norris must ensure that, to operate in London within the Travelcard area, the undertakings must use the Travelcard scheme and, if necessary, it should be subsidised - end of story!

As for Mr Norris' political future, I will not be shedding any crocodile tears for him and I am sure that another Government department will employ him!

Henry Liebner
12 Shrubbery Gardens
Winchmore Hill
London N21 2QT



Write to: The Editor,
Coach and Bus Week,
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or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our information.

Ease congestion with free coach parking

From Barry Rennison

SIR

During May our company carried out a private hire journey to Tissington and had to pay £10 for coach parking. I expect that many other operators were surprised and shocked by this unexpected high charge. We were!

Our client was also bitter about this and wrote to the Secretary of the Well Dressings Committee complaining. The Rev Brown replied that they didn't consider the charge to be unreasonable and went on to say that they felt coach companies were irresponsible not

to establish parking costs before quoting for jobs.

He also felt that coach parking charges worked out cheaper per passenger than that charged for cars. Also that operators hadn't to assume that charges have not increased.

Be warned! Next year Well Dressings may well be £12 or £15. Certainly the committee must rate Tissington to be in the class of Wembley, Sheffield Arena, London and other highly-priced parking places.

I would have thought that venues were trying to encourage visitors and trade through coach parties. Let's see coach parking

free in most places and get people out of cars and into coaches.

Perhaps Coach and Bus Week could do a survey on coach parking charges, then operators could take these into consideration when doing their quotations. That's if coach parks are provided - look at some big towns and cities such as Leeds and Bradford, little or no facilities are available.

Barry Rennison
general manager
Independent Coachways Ltd
Low Fold Garage
New Road Side
Horsforth
Leeds

Former Southend md speaks out

From D H Shlackman

SIR

I refer to Richard Simpson's article on the sale of Southend Transport to British Bus in the July 3 edition of *Coach and Bus Week*, which requires some correction.

While it is very kind of someone to announce my early retirement for me, I believe that this should be my prerogative and it certainly has not been my intention.

British Bus had their own ideas on how they wished to run the company and made it quite clear that the services of both Peter Hill, Southend Transport's

engineering director who had done a first-class job for the company, and myself would no longer be required. Thus, both our contracts were immediately terminated on completion of the sale.

The article also gives the wrong impression in regard to the Badgerline involvement with the late MEBO bid for the company. An earlier attempt had been rejected by Southend Borough Council on the grounds that the sale negotiations with British Bus were well advanced and that the company would still be vulnerable to any further escalation of the extreme competition it was facing. An approach was made to the Badgerline Group, who re-

quired a minority stake in the company to keep the peace. I would make it quite clear that, apart from their commitment to buy shares, the financial backing was not to be put up by Badgerline Group. This was to be obtained in the normal way from the commercial banks and/or venture capitalist companies. Four letters to this effect proffering help were made available to Southend Borough Council at the time of our presentation. Unfortunately for us the offer was again rejected.

D H Shlackman
61 Leitrim Avenue
Shoebury Ness
Essex

Pale shade of green

From David Wayman

SIR

The contribution of the bus to pollution may be 'minimal' (*Coach and Bus Week*, July 10) but that is no reason for operators to become complacent. And buses may indeed be very efficient passenger carriers, but this doesn't apply when they chase one another in convoy along the same route with only a handful of passengers between them. Yet operators have to compete to survive. Integration doesn't enter into it.

This underlines the fact that the Transport Act 1985 is fundamentally incompatible with 'green' aims. As Dr Jeremy Vanke says, the UK doesn't have a transport policy. But, for the sake of the environment among other things, by heavens it needs one.

And until it gets one under completely new and far-seeing legislation at no expense spared because we can't afford the inevitable alternative, the bus operating industry will remain a pale and sickly shade of green.

David Wayman
convener
Oldham Transport Users' Forum
24 The Grange
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To act or not to act— who decides?



The Licence Review Board pulls together all the various short-comings of O-Licence holders to discover whether, taken as a whole, they indicate an operator with problems meriting treatment or investigation. Peter Rogers (left) looks at the LRB's activities

HOW is the decision to require an operator submit to a Public Inquiry made? Who makes that decision, and on what assessment is it reached? In each Traffic Area a Licence Review Board scrutinises the record of Operator Licence holders. West Midland Traffic Area recently let a small invited audience see its Licence Review Board at work.

Licence Review Boards (LRB's) were the brainchild of recently retired Traffic Commissioner, Major General John Carpenter. Although there may be small differences in the number and status of participants elsewhere, the West Midlands LRB is fairly typi-

The operators' particulars produced by the LRB Secretariat form the basis for LRB deliberations. A computer database is used to pull together all known information on every HGV and PSV licence holder

cal of the composition and procedure now adopted in all Traffic Areas.

In the West Midlands a panel chaired by the clerk to the traffic commissioner, Gerry O'Donnell, is made up of senior local representatives from: The Vehicle Inspectorate; Enforcement; PSV and HGV Licensing Sections; and the LRB Secretariat.

Meeting at about three or four weekly intervals, they consider what course of action should be pursued in respect of any operator whose record has become sullied.

The operators' particulars produced by the LRB Secretariat form the basis for LRB deliberations. A computer database is used to pull together all known information on every HGV and PSV licence holder. Basic

data on the identity of the holders of a licence, the designated transport manager and the maintenance arrangements, are all updated when operators give the required information on changed circumstances.

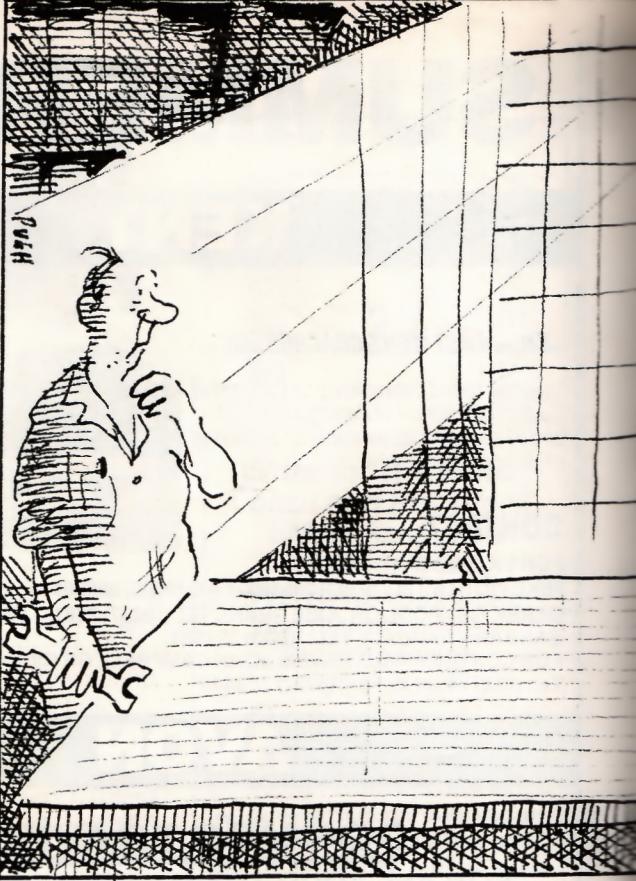
But advances in information technology have been harnessed to make this picture of the operation far more comprehensive than ever before: vehicles in possession can be accessed from the data held by the Vehicle Inspectorate - as well as any information on acquisitions and disposals given by the licence holder.

Information from DVLA can show whether current Vehicle Excise Duty discs have been issued for these vehicles. The results of annual testing, maintenance inspection visits, and roadside spot checks (including overloading) can all be scheduled.

Links established with the police, courts, and Customs and Excise, enable up-to-date information to be listed of convictions, unpaid fines, the result of C & E fuel tests, and any other infringement of the law that could affect the suitability of an individual or company to hold an operator licence.

This new technology also has room for the traditional means of pointing the finger of suspicion at rogue operators: complaints of irregular operation of local bus services; reports of other illegal operation of vehicles; allegations indicating financial instability; checks on tachograph records; and local and national press reports of matters affecting licence holders. All are logged as part of the material potentially available to the LRB.

Any of this information may, on its own, be of no great significance. For example: that an operator has failed to tax some vehicles, or is paying off a fine in instalments; or is alleged by a competitor to be in debt;



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would not be seen as a pointer to financial instability. However, if all three factors were present and the age profile of the fleet was in decline and the maintenance record suddenly showed a turn for the worse; the LRB might well deem it timely to review whether the operator was fulfilling the undertakings given at the time the O-Licence was granted.

The Licence Review Board has no powers whatsoever to discipline an operator. Its options range only from letters of enquiry and/or warning, through asking the operator to attend for interview with either the clerk or the commissioner, to recommending to the commissioner that the O-Licence should be reviewed at Public Inquiry.

Links established with police, courts, and Customs and Excise, enable up-to-date information to be listed of convictions, unpaid fines, the result of C&E fuel tests, and any other infringement of the law

From watching it at work, it is clear that the LRB is no rubber-stamping body. Taking perhaps 20 minutes or more on each licence where the volume of black marks gives the LRB Secretariat concern, the panel will discuss the seriousness of the infractions to arrive at a consensus view of which action is considered most suitable.

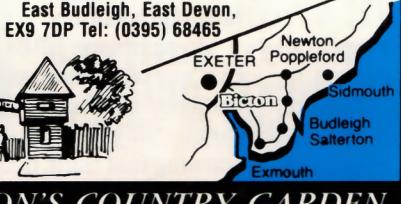
It was particularly noteworthy that the primary approach of the panel was to discover if there were steps that could be taken to bring the apparently troubled operator back into line. It was only where this approach had been tried to no avail, or it was believed to be doomed to failure, or where the degree of the problems was such that public safety was in jeopardy; that a course

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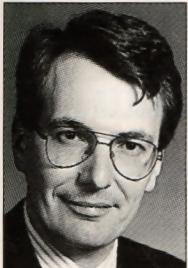
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Having the will to avoid tax



Owners of most businesses generally enjoy 100 per cent relief from inheritance tax when they gift the business, whether in their lifetime or on death. But did you know it's possible to use this 100 per cent relief twice, so as to double the value of assets which can be gifted free?

John Liddington (left) investigates

THE last thing on the mind of anyone running a transport business is making a will. But making a will can be very important for business owners as a means of saving tax on death. This is because you have an opportunity to save tax which is not open to anybody else.

How is the tax saving achieved? The answer is that the owners of most businesses generally enjoy 100 per cent relief from inheritance tax when they gift the business, whether in their lifetime or on death.

This is a very valuable benefit because, in the case of all other assets, inheritance tax is payable at 40 per cent above £150,000.

What is not widely known is that, with proper planning, it is possible to use the 100 per cent relief twice, so as to double the value of assets which can be gifted free of inheritance tax.

By this means it is possible to use business assets to avoid tax on non-business assets. In the right circumstances, even wealthy business owners can sometimes avoid inheritance tax altogether.

Consider Mr and Mrs Newco who run a successful coach business. They have paid off their borrowings and are drawing substantial profits from the business which they are investing in the Stock Market. Their assets are:

Mr and Mrs Newco have been told they

Mr and Mrs Newco gave them away, capital gains tax would be payable. They, therefore, do not do so.

Mr Newco dies first leaving everything to his wife. There is no inheritance tax to pay because gifts between spouses are exempt from tax.

After her husband's death, Mrs Newco continues to run the business, though the day-to-day management is undertaken by others.

Mrs Newco dies three years later. Her property passes to the children. The inheritance tax on her death is:

This may seem a not unsatisfactory out-



Business owners with the right will can save tax on death

plus £500,000 paid by Mrs Newco).

The result of these arrangements is that no inheritance tax is payable on Mrs Newco's death.

It may be said that Mrs Newco should not divest herself of the investments in this way, for she may need them, eg to meet nursing home bills.

The answer to this is that she is a potential beneficiary of the trust. Consequently, the investments in the trust can be paid out to

	Assets £000	Inheritance Tax £000
Business (qualifying for 100 per cent relief)	1,000	-
House and investments (subject to inheritance tax @ 40 per cent above £150,000)	800	260
	1,800	260

come but the young Newcos do not consider it at all satisfactory. For they have been advised that, had two steps been taken, the tax bill could have been reduced from £260,000 to nil.

One step is for Mr Newco to leave his share of the business and the tax-free 'nil-rate band' of £150,000 to a suitable trust for the potential benefit of Mrs Newco and the children.

This will not give rise to tax on his death because his interest in the business qualifies for 100 per cent relief, and the £150,000 is within the tax-free band.

The other step is for Mrs Newco, after her husband's death, to buy her late husband's share of the business from the trust for its market value of £500,000.

The effect of this is that Mrs Newco ends up owning the house and the business, and the trust ends up owning £650,000 of investments (ie £150,000 bequeathed by Mr Newco

her at the trustees' discretion if that ever proves necessary.

The moral is that owners of businesses which potentially qualify for 100 per cent relief from inheritance tax (and most do) would be well advised to review their assets and their wills to ensure that:

- The 100 per cent relief is available and
- The 100 per cent relief can be turned into 200 per cent by being used twice.

Sophisticated technical provisions are required to pave the way for this strategy, and few conventional wills contain these.

Few business owners have begun to appreciate the remarkable tax privileges which their businesses enjoy, or to take advantage of the tax planning opportunities which these privileges present.

- John Liddington is a tax planning and wills partner at London Solicitors Speechly Bircham, Bouverie House, 154 Fleet Street, London, EC4A 2HX, tel 071 353 3290.

should consider giving away some of their investments to their adult children. This is because, if they survive the gifts by seven years, they will avoid the inheritance tax that would otherwise be payable by death.

But the investments contain large gains. If

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TOURISM in the West Country appears to have suffered the slings and arrows of outrageous fortune more than other regions in recent years.

Always popular with families, the West Country underwent a boom in the Sixties and Seventies.

Roads were clogged, beaches packed and hotels and guest houses full in high season.

A run of bad summers followed by the worst recession for decades took some of the gloss off the tourist trade.

However, now is the time to take stock and realise that the West Country has much to offer the coach operator.

Here are some of the principal attractions:

The cities of the West Country range from the mighty sea port of Bristol to the tiny city of Wells with its wonderful cathedral and the moated Bishop's Palace.

All roads lead to **BATH** in Avon, where the baths, the magnificent late 15th century abbey and the Georgian terraces attract the crowds in their thousands each summer.

Over at **BRISTOL** you can plug into the high-tech world with a visit to the new Exploratory Hands-On Science Centre.

Another living history lesson is at **PLYMOUTH**, where the city's Dome has an exhibition tracing the fortunes of the port and its most famous sons and daughters - including Sir Francis Drake, the 16th century explorer.

The West Country boasts some of the finest scenery and coastlines in the land. The National Parks of Dartmoor and Exmoor are delights to visit on sunny days.

Exmoor, of course, is Lorna Doone country and you can visit the outlaws' supposed haunt in the wooded Lank Combe Valley.

The mild weather makes the

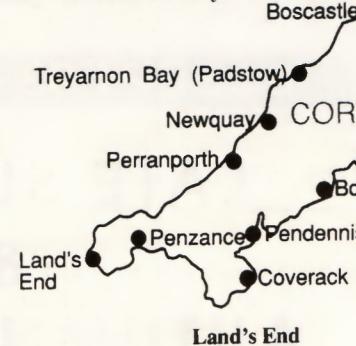
Westward ho to the land of opportunity

Improvements in the road network have made it easier for coach operators to visit the West Country. WILLIAM GOLDEN tracks down the obvious, and not so obvious, attractions

West Country ideal for growing flowers and a blooming marvellous day out may be had at Bicton Park in East Budleigh, East Devon.

There are landscaped gardens from around the world - including Italian, Oriental and Alpine - and you can take a 25-minute trip through woodland by railway.

Call 0395 68465 for details of any



The West Country is now much easier to get to

group arrangements.

Caves abound in the region. The best known - and the most crowded - are the Cheddar Showcaves at Cheddar Gorge in Somerset. The coach park is only available by arrangement with the manager. Call 0934 742343.

A less crowded day out may be had at Wookey Hole Caves and Paper mill. These are about a mile and a half from Wells in

Somerset and are reputed to once have been the home of a witch! Call 0749 672243 for more information.

The West Country boasts a number of theme parks with a difference. Flambards Village Theme Park is open daily until



CASTLES IN THE AIR: Dunster is just one of the many delights in the West Country, a region of magic and mystery

Flock to folk festival

THE Sidmouth International Folk Festival is held at the Devon resort from July 30 to August 6. The week-long extravaganza provides a host of attractions for the whole family.

The entertainment on offer includes the best of folk singing, dancing and music from the United Kingdom and overseas.

It's an event that grows in popularity each year, so it would be advisable to book in advance.

(C) Call the festival box office, at 6 East Street, Sidmouth, on 0395 515134. The event's director is Mr J Dowell.

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COACH TOURS AND EXCURSIONS

West Country Special

A life on ocean waves

PUSH the boat out this summer and take to the high seas at Dartmouth or Plymouth.

Dartmouth hosts its annual royal regatta on August 26, 27 and 28. Serious sailors will be competing in races off-shore, while there will be road racing, golf, tennis and tug-of-war on dry land.

More information on 0803 833409.

Over at HM Naval Base, Plymouth Naval Days are held from August 28 to 30 in Plymouth. Highlights include air, river and field displays, boat trips and exhibitions, plus a chance to climb aboard navy ships.

More information on 0752 555914.

Just watch this space

TUNE into the universe and pay a visit to the Goonhilly Earth Station in Cornwall. One of the most progressive telecommunications stations in the world, Goonhilly is open all-year round, by appointment, and offers a fascinating insight into space technology.

The station is under cover and there is easy access from the

coach park. There are generous discounts for parties and drivers get free admission. In addition, there are coach washing and valeting facilities.

For bookings and more information, call 0872 45400. The Goonhilly Earth Station is on Goonhilly Downs, seven miles from Helston on the B3293 St Keverne Road.

Best of the West

October. It is a recreation of a Victorian village, complete with shops, homes and cobbled streets.

Other attractions include Britain in the Blitz and the Aeropark Collection. There are guided tours and ample coach parking. Adults pay £5.80 and children £5.10.

Call 0326 574549 for details. Flambards is at Cudrose Manor, Helston, Cornwall.

Tin mines used to cover the Cornish landscape and provide much of the county's wealth.

The only one left is at the Poldark Mine and Heritage complex, also at Helston.

Groups may walk underground and explore mining history. It is open daily until October and pre-booking for groups is preferred. Call 0326 573173.

Staying in Cornwall, no visit to the county should miss out a trip to Tintagel Castle on the north coast. These ruins dating from 400 AD offer spectacular views. Call 0840 770328 for details of group prices and



Abbey Habit: Tourists flock to the magnificent ruins at Glastonbury in Somerset

admission times.

Other castles worth visiting are Dunster near Minehead in Somerset, Pendennis Castle in Falmouth, Cornwall and Launceston Castle.

Not forgetting St Michael's Mount at Marazion in Cornwall, with its 14th century chapel and magnificent views across the bay. Call 0736 710507 for details of opening times and group booking information.

You can also recapture the past at Glastonbury in Somerset, where the ruins of the abbey dominate the town, which is reputed to be the burial place of King Arthur.

There are catering and coach

parking facilities and the hardy among the party can combine it with a trek up the Glastonbury Tor, which stands out like a lighthouse in the rolling countryside.

Booking is required for group visits to the abbey (minimum 10). Call 0458 832267.

Animal lovers will find plenty of interest way out West. If you are in Helston for a visit to Flambards, take a diversion to the seal sanctuary at Gweek.

This haven cares for sick and injured seals and sealions. New this year are exhibitions on conservation and the effects of pollution. Entry for groups (minimum 15) is £3 for adults, £1.60 for children. Booking is recommended. Call 0326 22361. There is adequate coach parking.

A topical trip could be one to Dinosaurland in Dorset this summer.

Steven Speilberg's blockbuster Jurassic Park - which opened here last week - has made dinosaurs all the rage, so get on the fossil trail at Lyme

Regis. New this season is a skeleton of a megalosaur.

Booking is preferred for groups of 20 minimum. The cost is £1.75 for adults and £1 for children. Details on 0297 443541. Dinosaurland is open until the end of October.

State of the art

FANCY a bit of culture? Then head for the artists' colony of St Ives in Cornwall, where the new Tate Gallery has opened. There are talks and tours for groups - it will be ideal school trips. A visit can be combined with one to the celebrated Barbara Hepworth Museum and Garden.

Both venues are open seven days a week until September, plus bank holidays. Pre-booking for groups is essential.

Call 0736 796226 for further information.

Getting there

TRAFFIC problems have been eased considerably over the years, thanks to major road investment. The M5/M6 from the North and the Midlands now extends west of Exeter, while the North Devon Highway

Link connects the M5 with the Atlantic Highway into Cornwall.

Travelling from London, Devon can be reached in three hours and about 20 minutes, less than half the time it took in the early Seventies.

NEXT WEEK: The bright spots of the Black Country

COACH TOURS AND EXCURSIONS

••• The Coach and Bus Tour ••• The Coach and Bus Tour •••

THE problem with a general Coach and Bus Week tourism feature which covers a vast geographical region is that it can so easily ignore the splendours and attraction of one small area. Take north Devon as an example. It lies off the M5 - a long way off the M5 - yet thanks to the new link road it has been brought within reach of a whole range of coach tours and excursions.

Exit at junction 27 and follow the A361 to Barnstaple. Cross the River Taw on the upgraded A39 and your coach party can be in



Clovelly's charabanc sheds

Unspoilt beauty of north Devon

sight of the River Torridge bridge - all within an hour of leaving the motorway. Turn right for Westward Ho! or dip left for the town of Bideford.

From here there are some worthy options for day and half day excursions. While Bideford could act as a base, there are coach attractions within a 20-mile radius which can make the trip a worthwhile day excursion or add up to a week's tour with minimum mileage, yet maximum customer appeal.

Further along the coast lies the unspoilt beauty of Clovelly. A coach park adjacent to the entrance has its origins in the early days of coach tourism for Clovelly has held a special

appeal to generations of visitors. Although the old charabanc sheds are redundant and the splendid visitors centre awaits to swallow up visitors by the coach load, time seems to have stood still in village and harbour.

Clovelly gets a mention in the Domesday Book, flourished during the 13th and 14th centuries, but is preserved thanks to the Hamlyn family, lords of the manor.

Steep cobbled streets lead down to the harbour and motorised transport is banned. However for those who don't feel able or inclined to tackle the climb there is a Land-Rover service which takes a back route.

The village is open all day, every day - because people actually live and work there - but



Birds of prey at the Milky Way

there is a £1.50 charge to visitors so that the preservation and restoration work can be sustained. A coach party may need at least two and two-and-a-half hours for a visit, making Clovelly ideal for a half-day trip.

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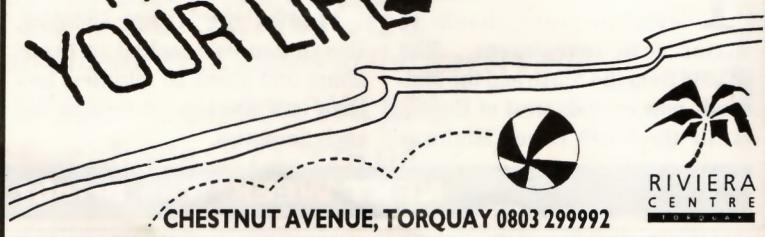
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an ideal contrast for the second - or indeed first - half.

The Milky Way claims to be one of the largest undercover attractions in Devon with 10 acres of adventure playground, arenas, and picnic areas. Visitors receive a personal welcome from the Stanbury family, which with over half a million filing through last year, is no mean feat.

It is a working farm with a range of hands-on attractions

guaranteed to attract all age groups. There will certainly be something among the laser shooting, Ruku pottery, farming museum, bottle feeding, hand feeding and bird of prey centre to give your customers a talking point for the rest of their trip.

It is open daily from 10.30 am to 6 pm until the end of October and owner Trevor Stanbury has a special offer for Coach and Bus Week readers. Bring your first coach party free of charge.

You will find the Milky Way 100 yards off the A39, nine miles west of Bideford and two miles from Clovelly.

In a joint marketing exercise two other north Devon attractions can combine to provide another day of contrasts - again within easy striking distance of Bideford.

Dartington Crystal at Great Torrington provides a factory tour all the year round. Group book-

ings are welcomed so that visitors have the opportunity to observe skilled craftsmen blowing and shaping crystal and, in the award winning Glass Centre, see a maker demonstrating the art within a replica 18th century glass cone. Then, of course, there is the factory shop.

Just one mile south-east of Great Torrington on the B3220 lies the famous Rosemoor Gar-

den. Lady Anne Berry's internationally renowned eight-acre garden is being expanded by The Royal Horticultural Society to 40 acres.

Immediately below a new visitors centre there is a new formal garden which contains 2,000 roses in 200 varieties - but there is much more and the garden is open all year round. Don't forget to arrange a full Devon cream tea.

FACT FILE

CLOVELLY Centre, Car park, Clovelly, Bideford, Devon. Contact: Gordon Moore on 0237 431781.

MILKY WAY and North Devon Bird of Prey Centre, Clovelly, Bideford. Contact: Trevor Stanbury on 0237 431255.

DARTINGTON CRYSTAL visitor centre, Great Torrington, Devon. Contact: Valerie Harris on 0805 24233.

ROSEMOOR GARDEN, Great Torrington, Devon. Contact: Sylvia Harris or Margaret Waddingham on 0805 24067.

Other attractions:

WATERMOUTH CASTLE, Berry-narbour, Ilfracombe, Devon. Contact: Jonathan Haynes on 0271 863879.

ARLINGTON COURT, Barnstaple, Devon. Contact: James Stout on 0271 850296.

Coach hotels:

DURRANT HOUSE HOTEL, Heywood Road, Northam, Bideford, Devon. Contact: Maria Borg on 0237 472361.

THE ROYAL HOTEL, Barnstaple Street, Bideford, Devon. Contact: R Maun on 0237 472005.

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RECENT legislative changes mean that it is illegal to dispose of used engine coolant into mains drainage or landfill. It is now classified as a toxic substance and must be removed from premises and disposed of by licensed carriers. This can cost up to £40 for a 100-litre drum.

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the Rozone ARS 18/68 can be plumbed into the vehicle's cooling system. It circulates the vehicle's coolant for 15 minutes, during which time the fluid is filtered. The machine operator can check the coolant freeze point, and top up with fresh concentrate if necessary.

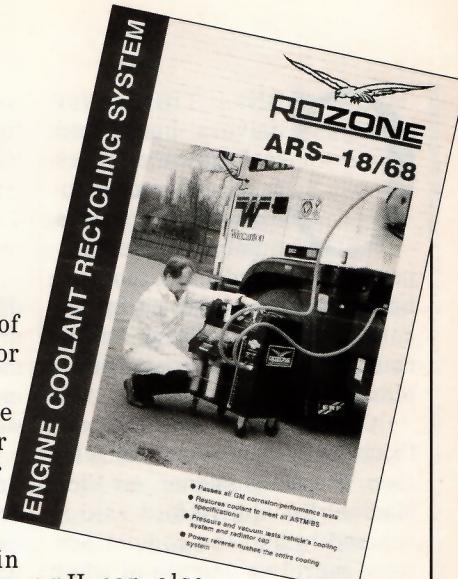
The pH is also checked, and if this has fallen it can also be corrected. The coolant is then circulated for a further 10 minutes before the pH and freeze point readings are rechecked and the system topped up. The machine can then be disconnected. Rozone says the entire process can be completed in around 30 minutes and includes a reverse flush of the entire cooling system and

pressure and vacuum testing of the coolant circuit and radiator cap.

The situation is a little more complicated on double-decker buses where there are fewer flexible hoses. However, the system can be drained as normal, and the fluid recycled in batches using the machine's 68-litre storage tank.

On top of the machine's environmental advantage, it can also substantially reduce operating costs. Rozone claims that purchases of new coolant concentrate can be reduced by up to 80 per cent - the operator is only replacing what is lost through leakage.

Careful monitoring of coolant



• Passes all GM corrosion performance tests

• Recycles coolant to meet GM AS-17B

• Pressure and vacuum test vehicle's cooling

system and radiator cap

• Power reverse flushes the entire cooling

system

pH can also be of benefit for vehicles with aluminium engines. Aluminium tends to turn coolant acid very quickly, attacking all engine metals and resulting in leaking water pumps, heater cores and radiators.

Contact Rozone Ltd, Darlaston, PO Box 10, Booth Street, Wednesbury, West Midlands WS10 8JD, tel 021 526 3131.

Cost savings for customer

EUROPE'S market leader in fuel cards, DKV Euro Service, has announced a major tie-up with fuel bunkering specialists C H Jones of Walsall, which it says will result in dramatic fuel bill savings for its UK customers refuelling in Britain.

Under a recent agreement operators will be able to apply for a co-branded DKV Diesel Direct card accessing them to a network of over 400 stations in the UK. In addition, the agreement will mean savings of up to 10 per cent for the operator.

By negotiating in bulk with the oil company and delivering

direct into the Diesel Direct system, DKV will be able to reduce its price by a significant margin. It is expected that a DKV Diesel Direct card holder will benefit by a reduction of at least eight pence per litre.

John Leonard, managing director of DKV's UK operation, said: "Becoming a dealer of Diesel Direct means we can now offer all truck and coach operators, whether they be operating in the UK or internationally, diesel at extremely competitive rates."

Applying for a DKV Diesel Direct card has been kept as simple as possible. New customers simply complete a DKV Diesel Direct (DDD) application form and a DDD customer agreement along with the normal DKV card application, while existing customers need only complete the DDD form and new customer agreement.

Once accepted the customer will be issued with DDD cards for each vehicle, a list of DDD fueling stations and details of additional services should they be required now or at a later date. These include emergency breakdown services and tyre repairs.

Contact DKV Euro Service UK Ltd, 8 Sherman Road, Bromley, Kent BR1 3JH, tel 081 313 3565.



Karle Heinz Henke of DKV and Alan Laken of Diesel Direct sign the deal

Return of Duckhams

DUCKHAMS is making a return to the commercial vehicle lubrication market after a virtual absence of a decade.

Chief executive Charles Hogbin said: "An in-depth study earlier this year of the whole market confirmed our feelings that the time was now right.

"Duckhams was traditionally strong in this area and our research showed substantial recognition and goodwill remain for the brand."

A range of 40 products is planned, covering everything from major grade engine lubricants to specialist greases and cleaners.

Though total commercial lubricant sales have declined from

220 kilotonnes in 1988 to 170 kilotonnes last year - thanks largely to the recession - Duckhams has identified several major customer sectors which it believes present attractive opportunities.

"We recently contacted a nationwide list of potential distributors within the commercial and agricultural sectors and met with a very positive response," Mr Hogbin said.

"The substantial number of immediate phone calls was an especially encouraging sign, so we expect to announce the full product range launch in the near future. There will also be a strong line-up of appropriate support services."

Hoskyns wins ZUPCO contract

BUS services in Zimbabwe are to become more efficient than those in many parts of Britain thanks to a £90,000 computer contract awarded to British company Hoskyns by the Zimbabwe United Passenger Company (ZUPCO) and funded with help from the World Bank.

ZUPCO has ordered the Busman suite of software, which provides automatic optimisation of daily crew scheduling and vehicle allocation, resulting in a better service for passengers and

lower costs for operators.

The Hoskyns system will help ZUPCO manage a fleet of 835 buses operating in and around Harare.

Busman is used by 25 UK companies, but Hoskyns bus industry specialist Martyn Lewis said: "Many bus operators in Britain have yet to computerise and as a result their service efficiency lags behind that in Zimbabwe."

Contact Hoskyns, Hoskyns House, 130 Shaftesbury Avenue, London W1V 7DN, tel 071 434 2171.

CONVICTIONS for drivers' hours and tachograph offences against Clevedon Motorways Ltd and a number of the company's drivers led to the company being warned about its future conduct by the Western traffic commissioner at a Bristol disciplinary inquiry.

Clevedon holds a licence authorising the operation of 14 vehicles. The commissioner, Air Vice Marshal Ronald Ashford, said it seemed to him the convictions were merely a sample of what were quite serious breaches of the drivers' hours rules.

It also appeared there were quite significant breaches by the company's drivers on the Continent. Though those breaches might be outside the jurisdiction of the magistrates' courts, they were not outside his jurisdiction as traffic commissioner.

Director Richard Langson denied there had been any serious breach of the regulations. He

'Mr Langson said that, at the time of the offences, he had been ill in hospital.'

It was thought he was going to die and he eventually had a heart transplant. His son and sister took over the running of the business, but their mind was not on the job'

said that, of the seven convictions recorded against the company, two had arisen because a driver agency had failed to return tachograph charts to the company for agency drivers used between Montpellier and Spain.

They could not operate legally from this country without using agency "bottom end" drivers in Spain. Though the agency had confirmed by letter that they would not release the charts, it was not accepted by the Ministry.

Air Vice Marshal Ashford said there had been £3,500 in fines and £5,000 in costs for a whole lot of offences.

There had been no contravention of the drivers' hours rules as such, said Mr Langson. Most of the offences were either a question of a point of law or mistakes by drivers in not recording.

For example, two drivers were sent by car to South Mimms to pick up vehicles. There was no means of recording the time spent travelling in the car. The Ministry

said they could have recorded the time on the back of the chart and they did not. The driver's duty time started at South Mimms. There had been no question of trying to avoid anything.

The other convictions were down to human error. Twice a driver was told to go into accommodation at Newcastle but he decided to sleep on the coach instead.

On one of the occasions the driver changed his mind, and drove from a service area some four or five miles into Newcastle without putting a chart into the tachograph.

On another occasion a driver was in a hotel when he was asked to move his coach, which he did, driving for approximately one and a half miles without putting a chart in the tachograph. There had been no intention to be fraudulent. All the offences were a matter of minutes.

Mr Langson said that, at the time of the offences, he had been ill in hospital. It was thought he was going to die and he eventually had a heart transplant. His son and sister took over the running of the business, but their minds

Warning over hours and

were not on the job.

There was a period of eight days when the tachograph charts were not checked as they should have been. It was not a case of trying to run to Spain outside the drivers' hours limits, as many operators did.

'They did not condone illegal operation. In one instance a driver who had put his son Christopher's name on a chart had been dismissed. "We can't have such things going on," said Mr Langson. It was not a case of trying to run an illegal operation in any sense'

Air Vice Marshal Ashford said the offences had been spread between June and November 1991,

which was ahead of Mr Langson's illness.

Mr Langson said all the offences except one in November had been in June and July. The November offence had just been a mistake. The vehicle, which was en route to Swansea, had an electrical fault and arrangements were made to have the passengers transferred to a replacement vehicle at the Gordano service area.

The error was that the driver did not change the destination on his tachograph chart from Swansea to Gordano. He actually drove fewer hours than he should have done. His daughter was very ill and perhaps his mind was elsewhere.

Air Vice Marshal Ashford said he was surprised that the driver had been prosecuted if that was the case.

One year licence for 'new'

HUDDERSFIELD-BASED Riversdale Transport, trading as Kenmargra '93, has been granted a new international licence for two single deckers, less than a year after Kenmargra Coaches Ltd surrendered its licence.

DoT vehicle examiner Peter Hearn told a Leeds public inquiry that, during a maintenance investigation in March, two vehicles were inspected and two defect notices were issued.

The vehicles were displaying current vehicle excise licences, which gave the impression they were being used.

The new operation seemed to be very similar to that of the previous company. The maintenance facilities and staff were the same and the new application seemed to be an attempt to start again with a clean sheet.

In August 1992 a maintenance investigation was carried out in regard to Kenmargra Coaches Ltd because of concern about their

preventative maintenance system, an immediate prohibition notice having been issued in July.

The company had had warning letters about its maintenance in December 1990 and May 1992. Seven vehicles were inspected in August. One immediate prohibition, one delayed prohibition and seven defect notices were issued.

'The prohibitions indicated a failure in maintenance. The general condition of the vehicles was poor'

The prohibitions indicated a failure in maintenance. The general condition of the vehicles was poor. Safety inspections were said to be carried out at three-weekly intervals. However, that interval had been exceeded on a number of occasions, in one case by 13 weeks.

The entrance to the company's operating centre was narrow and vehicles had to be reversed in, said Mr Hearn.

Jayne Corr, for the company, said coaches had been operated

from the company's premises for 43 years. Record sheets were not available at the time of the vehicle examiner's visit as they were at the office in Brighouse. That was why it appeared one vehicle had not been checked for 13 weeks. The inspection sheet was at Brighouse.

Vehicles in possession were being offered for sale or hire, that was the reason there were current vehicle excise licences, said Miss Corr. The new operation could not be similar to the previous company's, as Riversdale had yet to operate.

Director Mrs N E Smith said that in, 1992 she and her husband decided that they wanted to spend more time with each other and their family. Consequently, they decided to sell the business of Kenmargra Coaches as a going concern. However, the letter calling the company to a public inquiry forced their hand.

At the maintenance investigation in August 1992 she had explained to the vehicle examiner that some inspection sheets were

Over drivers' convictions

Mr Langson said only two of the offences could be described as bad offences. There was an occasion where a driver collected the coach the night before going on tour, taking it home, in effect using it as a private car, without putting a chart in the tachograph.

They did not condone illegal operation. In one instance a driver who had put his son Christopher's name on a chart had been dismissed. "We can't have such things going on," said Mr Langson. It was not a case of trying to run an illegal operation in any sense.

They used feeder drivers and they tended to overspend on the number of staff they put on. They had used to do work for National Express. They complained that the company's vehicles were not going fast enough.

He was not prepared to have

Clevedon vehicles travelling at 70 mph on motorways, and they did not work for National Express any more.

The company's vehicles were limited to 62 mph and if drivers did not like it they could go elsewhere.

Christopher Langson said the offences were down to him not checking the tachograph charts as he should have done. He had been "thrown in at the deep end" when his father went into hospital. Since the convictions, they had altered the system of checking charts. If they did not get a chart from a driver he did not get paid for that day.

Richard Langson said all the tachograph charts were now checked against the individual tours. A computer system had been installed which gave the

drivers a map and detailed the route to be taken. The computer programme told them how long each journey took, and where the driver had to take his breaks. They had spent a lot of money on the computer programme to ensure that they were doing the job properly.

In reply to the commissioner, Mr Langson said he and his son personally checked the tachograph charts, using an analysing machine they had had for about 12 months.

Air Vice Marshal Ashford said the company would have been wise to have periodically sent the charts to an outside agency for checking. Mr Langson said they had approached Lucas but they had not followed it through after Lucas had closed down its Avonmouth centre.

Air Vice Marshal Ashford said it was not for him to say what operators must do, but it was the company's responsibility to make sure it had proper arrangements to ensure the drivers' hours rules were obeyed.

They had to be confident they were getting the right result, as their record was now blemished.

He believed that one of the most serious causes of accidents was abuse of the drivers' hours rules.

Mr Langson indicated that the company would look at having the charts analysed by an independent company.

Air Vice Marshal Ashford said he was happy to see the DoT Vehicle Inspectorate was well satisfied with the condition of the company's vehicles and he did not doubt their financial viability. However, he had to take note of the convictions and they would remain on the company's record for a number of years. They bore a heavy responsibility to the public to run a safe operation, and that required very close attention to drivers' hours. The company had to institute proper measures to ensure it did not fail in the future.

Though saying that, in the circumstances he proposed not to take any action, Air Vice Marshal Ashford warned that, if there was any further problem over drivers' hours, his reaction was likely to be severe.



N' Kenmargra

at Brighouse and she could arrange for them to be brought over.

Edward Smith said that Kenmargra Coaches had operated a lot of services and the drivers were not reporting vehicle defects as they should. There was now a driver defect book in each vehicle and if there was a fault they tore a sheet out. There was also a defect book in the workshop as a back-up system.

In 1992 they had decided they would just like to keep on with the private hire work. A local firm had taken on their contracts. The new company had not been operating. The vehicles in possession had been put up for hire or sale.

The North Eastern traffic com-

been aware of the offer to surrender the licence, he would have refused to accept it.

Mr Smith said he knew when he surrendered the previous licence he would still be liable to be called to public inquiry. They were now applying for a licence for two vehicles to cover their work on the travel agency side, as there were not enough vehicles in the area to cover it.

They had two new drivers waiting to start. They had been very careful to make sure the vehicles had been operated legally. The vehicles had been leased out and the people operating them were responsible for the maintenance.

The new company's operation would be completely different from Kenmargra Coaches. It would be different work with a different sort of vehicle. The Freight Transport Association was to inspect both ve-



Kenmargra surrendered its licence

hicles every three months and, as a quality check, the vehicles were to be put through MoT tests twice a year.

Mr Smith said vehicles were previously reversed into the operating centre because of the number they had had. There would be no need to reverse vehicles under the new licence.

Granting the licence, with a condition on it that only single-decked vehicles could be operated, Mr Waterworth said he would want

someone to look at the entrance to see if it was satisfactory.

He was satisfied that the new system was likely to maintain vehicles in a roadworthy condition. He required to see a copy of an agreement with the FTA within 28 days. A one-year licence would test the new system and make sure that the previous difficulties did not recur.



'They had two new drivers waiting to start. They had been very careful to make sure the vehicles had been operated legally'

missioner Keith Waterworth said the previous company had avoided attending a public inquiry by surrendering its licence. If he had

COACH AND BUS CLASSIFIED

MARKETPLACE

INDEX

Coach Sales p 36–37

Bus Sales p 37

Minis & Midis p 37–38

Vehicle Sales – General p 38–40

Products p 40–42

Services p 43–44

Unclassified p 44–46

Appointments & Tenders p 46

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1986 LEYLAND TIGER 245 Plaxton Paramount 3500, 51 recliners, with courier seat, in grey moquette, one owner from new, used only 6 months a year, low mileage, new MoT, in excellent order throughout, p/x considered. Tel. Vale of Llangollen Travel, 0978 810070/1/2. (34802/CS/LEY)

1985 P/P LEYLAND Royal Tiger Doyen, manual box, full exec, centre toilet, continental door, wired for TV and video, reconditioned engine fitted 12 July 1993, excellent condition. £25,000 ono. Tel. 0789 292630 day, 0789 266750 eves. (34855/CS/LE)

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1988 (F) VOLVO B10M CAETANO ALGARVE, 49/53 seater + crew area, demountable toilet, coffee machine, TV/video, radio/PA, curtains, MoT Oct '93. £52,000 inc VAT ono. Tel. 0506 871231. (35946/CS/DAF)

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For further details

Tel: 0535 630044

(Keighley)

Must sell,
space urgently required
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1990 DAF MB230 CAETANO ALGARVE, 49/53 seater + crew area, demountable toilet, coffee machine, fridge, TV/video, radio/PA, curtains, MoT Feb '94. £59,000 inc VAT ono. Tel. 0506 871231. (35945/CS/DAF)

1988 (F) VOLVO B10M CAETANO ALGARVE, 49/53 seater + crew area, demountable toilet, coffee machine, TV/video, radio/PA, curtains, MoT Oct '93. £52,000 inc VAT ono. Tel. 0506 871231. (35946/CS/DAF)

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1988 (F) VOLVO B10M CAETANO ALGARVE, 49/53 seater + crew area, demountable toilet, coffee machine, TV/video, radio/PA, curtains, MoT Oct '93. £52,000 inc VAT ono. Tel. 0506 871231. (359

0733 898111**COACH SALES****0733 898111****BUS SALES****LEYLAND****LEYLAND
TIGER 245**

1985, 48 plus courier, ZF 6 speed, good condition, March '94 MoT, full exec spec, Duple Caribbean II

£21,000 ono + VAT**Tel: 051 678 4000**

(34857/CS/LE)

**LEYLAND TIGER
1982 DUPLE**

Private Plate, 46 reclining seats, toilet, radio cassette P/A. MoT May 94, Semi auto, in daily use, clean tidy vehicle.

**£13,000
+ VAT ono****TEL: 0708 631001 (day)
081 530 5344 (eves)**

(34891/CS/LE)

**LEYLAND
ATLANTEAN/
ALEXANDER**

1979, 72 seats, dual entrance, Voith automatic and retarder, new test. **£6,500 ono + VAT**

**LEYLAND
LEOPARD N REG**

Service bus, semi auto, power steering, MoT April '94. **£4,250 + VAT**

All in everyday use**Tel: 0204 668112**

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MERCEDES**NEW WRIGHTS ALUSUISSE**

LATEST MERCEDES CHASSIS SPEC FULL STAGE/DIPTAC EQUIPPED
811D 33 seater + 14 standees early delivery

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BIRMINGHAM BUS CENTRE LTD, BIRMINGHAM B29 2LR**

(35827/CS/ME)

**NORTH MANCHESTER
COMMERCIALS LIMITED.****Available - for early delivery**

Mercedes 709D - 27 seats, Wrights Alusuisse body built to DPTAC specification.

Also 86C Mercedes 307D, 12 seat PSV coach **£5,995****061-2306808**

Eves/weekend 061-427 2658 Mobile 0836-549534

MERCEDES SERVICE BUSES AVAILABLE NOW. 709D, wide power door, 29 + 7 standees, also 7 days delivery 811 manual and Allison auto with 33 + 12 standees.

MERCEDES COACH SPEC IN STOCK NOW. 609, 709, 711 + 814D with 24-33 coach seats, boot, power door, used Mercedes from 85-93. Part exchange welcome.

**TEL: BLYTHSWOOD MOTORS,
GLASGOW ON 041-221 3165 OR
041-639 6107 anytime.**

(34907/CS/ME)

MERCEDES 609, 1991 H Reg, 23 seater, Reeve Burgess conversion coach, with boot, service door and radio, MoT Dec '93. **£21,000 + VAT.** Telephone: 0786 824205.

(34725/CS/ME)

PLAXTON

1976 FORD PLAXTON SUPREME, all parts going cheap, including glass and 53 seats. Telephone: 0730 (West Sussex) 813304.

(34726/CS/PLA)

SCANIA

- NEW SCANIA K113 VAN HOOL ALIZEE**
NEW SCANIA K113 PLAXTON PREMIERE 3500
NEW SCANIA K93 PLAXTON PREMIERE 3200

1990 VOLVO B10M DUPLE 320, 57 seats, radio P/A cassette
1990 Q SCANIA K113 PLAXTON PARAMOUNT 3500, 53 recliners, double glazed, radio P/A cassette

1988 F SCANIA K112 PLAXTON PARAMOUNT 3500, 49/53 reclining seats, Telma, demountable toilet, double glazed, radio P/A cassette

1988 D SCANIA K112 VAN HOOL ALIZEE H, 49/53 reclining seats, Telma, demountable toilet, double glazed, radio P/A cassette

1989 F TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A cassette

1988 TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A cassette

1987 D TIGER PLAXTON 3200, 53 recliners, Telma, double glazed, radio P/A cassette

1988 C VOLVO B10M LAG GALAXY, 49 recliners + courier, Webasto, toilet, continental door, 6 speed, radio P/A cassette

1988 B VOLVO B10M CAETANO, 49 recliners, toilet, drinks machine

1982 FORD DUPLE, 53 seater

1976 FORD DUPLE, 53 fixed seats, MoTd

WANTED - VOLVO VAN HOOL 84/85 MUST BE IN GOOD CONDITION.

Reliable Vehicles Limited

SCANIA SCOTTISH DISTRIBUTORS
TELEPHONE: 031-333 2362
FAX: 031-335 3158

(34882/CS/SC)

TOYOTA

OCTOBER 1992, 21 seat Optimo, new, approx 38,000K, used only on exec class work, only being sold as we now need a larger exec. Substantial saving on new price. Tel. 0383 726398, ask for David, Scotland.

(34833/CS/TO)

TOYOTA OPTIMO, 21 seats, 1989, MoT April '94, cream exterior, brown and orange interior, very appealing little coach, vgc. **£21,500 + VAT ono.** Tel. 0245 320598 (Essex).

(34724/CS/TO)

OVER 6,500 WAYS to make money. Thats how many top decision makers in the coach and bus industry PAY to receive Coach and Bus Week. For more details ring (0733) 631001 NOW.

VAN HOOL**1985 9mtr VAN HOOL FULL EXECUTIVE**

28 seat or 20 at tables
Full width rear servery
Toilet + Video + Fridge
Immaculate condition
All white exterior
£48,000 + VAT ono

Tel: 0920 871900

(34821/CS/VAN)

VOLVO

B10M VOLVO VAN HOOL ALIZEE, 48 seater, rear toilet/washroom, fridge, hot water, TV, bunk, Telma, excellent condition, MoT Nov '93, sold with new MoT if required. **£38,500 + VAT.** Eastons Coaches (Norwich) 0605 48253.

(35790/CS/VO)

1980 VOLVO B58 DOMINANT II, 53 seats, Express doors, Bristol dome, good condition. **£10,500 + VAT ono.** P/X minibus considered. Tel: 0932 254795.

(34702/CS/VO)

1985 VOLVO C10M, 49 recliners, toilet, fridge, drinks machine, air conditioning, TV + video, excellent condition. **£43,000 ono.** Tel. 0978 720171.

(35942/CS/VO)

1983 VOLVO B10M PLAXTON PARAMOUNT 3500

49 seater, toilet, TV, video, air conditioning, drinks machine and seat tables, new gearbox just fitted, just been repainted both sides, tested March '94, excellent condition.

£34,500 + VAT

Tel: 061-653 0021
or (mobile): 0831 472280

(34714/CS/VO)

VOLVO, late 83 B10M Berkhof exec, 49, toilet, TV. **Offers. £79**
VOLVO B58 UNICAR, tested Aug, retrimmed seats, ZF box. **£5,500 ono.** **Blythswood Motors,** Glasgow on 041-221 3165 or 041-639 6107 anytime.

(34906/CS/VO)

1982 B10M VIEWMASTER, 11mtr, long MoT and tax. Best 1982 vehicle you will ever see, exceptionally low mileage. Tel. 0383 726398, ask for David, Scotland (available for viewing in London 18/7/93-24/7/93).

(34832/CS/VO)

1980 VOLVO B58 PLAXTON, 53 recliners, power door, radio PA, side lockers, semi auto, MoT Dec '93. **£12,500 + VAT.** Tel. 0902 763880.

(34894/CS/VO)

1986 VOLVO B10M ALGARVE

53 recliners, o/s
continental door, radio pa, etc. MoT 12/93.

£40,500 ono**Tel: 041 941 2843**

(34884/CS/VO)

1987 VOLVO B10M Plaxton 3500

49 seater, toilet, fridge, video, TV monitor, drinks machine Eberspacher. MoT 19/5/94

£56,500 + VAT

E.V. WING & SON SLEAFORD 0529 302473

(34876/CS/VO)

BUS SALES**SINGLE DECKERS**

1975 BRISTOL LH, 43 seat ECW bus body, ready to work, with new MoT till July 1994. **£2,500 + VAT.** Tel. 03552 35292 (Glasgow).

(34754/CS/SD)

MINIS & MIDIS**MINIBUSES**

1988 15 seater, Transit, petrol, good MoT. **£4,000 + VAT ono.** Tel. 091-265 6747.

(34910/MM/MB)

★★★ CONCEPT COACHCRAFT ★★★

**Leyland DAF 400 Series high spec, lux 16 seater minibuses, high top.
EXCELLENT VALUE FROM £16,995 + VAT**

Leyland DAF 400 Series, high spec, lux 16 seater minibuses, high top, dual purpose, wheelchair lift, COF for 5 wheelchairs + 2 passengers

EXCELLENT VALUE - £20,995 + VAT

Talbot LWB High Top, Diesel, 16 seat luxury minibus, based on a Window Van. **£15,795 + VAT**

Finance arranged subject to status

**Further details ring Ray on 061-232 0129 Day
061-456 9747 Eve/Wkd**

(34900/MM/MB)

1979**LEYLAND ATLANTEAN 680**

Vorth, 2 door, 3 Alexander, 3 Park Royal, New MoT
Tel: 0226 722052

(34885/BS/DD)

LEYLAND DOUBLE DECKER BUS - 1972

Converted & fully fitted out as a mobile training centre.
9kVA Generator supplies power & light for work stations

Independent heating (Eberspacher - Diesel)
Functional mobile phone, kitchen

Garaged in North London
MoT Feb 94. RFL End July 93

Now surplus to our requirements

Ideal for similar usage.
Further details from & sensible offers to:

**PETER BARFIELD
or
ANGELA CLARKE
Focus Limited
Cockfosters, Herts, EN4 9EB
Tel: 081 441 9300**

35792/BS/DD

0733 898111**MINIS & MIDIS****0733 898111****VEHICLE SALES - GENERAL****MINIBUSES**

MAZDA E2000 F reg '88, 14 seater with seatbelts, sunroofs, Eberspacher heater. (Tacho for good measure.) MoT till Oct '93. Versatile and very good condition. £4,000 ono + VAT. Must be seen. Tel: 0634 725867. (34904/MM/MB)

FORD TRANSIT E reg '87, 16 seater, 2 litre petrol, very good condition, 11 months MoT, recently fitted seatbelts. £4,000 ono + VAT. Tel: 0634 725867. (34903/MM/MB)

1987 20 Seater 2.5L Diesel FREIGHT ROVER DORMOBILE, taxed & tested, many new parts, recent reconditioned engine and pump, seats & bodywork good. £3,500 ono. Tel: 0254 52432. (34717/MM/MB)

1992 K Reg LEYLAND DAF 400 TURBO, power steering, 16 seats, TV and video, 11 months old, 13 months warranty to run, only done 19,000 miles, plain white. £14,000 + VAT. Tel: 061-653 0021 or (mobile): 0831 472280. (34716/MM/MB)

1981 FORD DORMOBILE MINICOACH, 16 seater, petrol, coachbuilt back, 11 months PSV test, taxed, good strong motor, ready for work. £1,000. **1981 FORD REEBUR**, 16 seater, petrol, overdrive, HB seats, no MoT. £1,000. **B Reg TWIN WHEEL TRANSIT PETROL**, 11 months MoT & tax, non PSV. £1,000. Or exchange any or all. All plus VAT. Tel: 0602 323145. (34890/MM/MB)

1983 508D MERCEDES, 19 high back seats, tinted windows, curtains, MoT March '94, vgc. £4,500 + VAT ono. Tel: 0254 887878. (34823/MM/MB)

SHERPA, 1988, 16 seater minibus, newly repainted, not sign written, good condition throughout, should be seen. £5,500 ono. Tel: 0932 828250. (34781/MM/MB)

1984 MERCEDES 307D, 12 high back seats, tinted windows, 5 speed box, tested June '94, good condition. £4,995 + VAT

1981 MERCEDES 207D, 12 high back seats, tested Sept '93, good condition. £2,995 + VAT

Tel: Sheffield 0742 333319

(34784/MM/MB)

WANTED Minibuses required with wheelchair lifts

Tel: 0353 740245

(34849/MM/MB)

CONNAUGHT P.S.V.

Agents for Auto Bus Classique IMMEDIATE DELIVERY

MERCEDES Benz 410D, 16 seater, all forward facing seats, side emergency exit.

EARLY DELIVERY

MERCEDES Benz 814D 33 seats, exec

711D 25 seats, exec

609D, 23 seats, van conversion with deep boot

USED

1987 E REG MERCEDES 609D, 24 seater

1987 E Reg MERCEDES 307D, 12 seater

1987 D Reg MERCEDES 609D, 26 seater

ALL VEHICLES ARE AVAILABLE FOR VIEWING IN DONCASTER

Telephone Steve Peach (0302) 770863; (0836) 551020 Fax: (0302) 771666

(34902/MM/MB)

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CONTACT JOHN LEITCH ON 031-333 2001

OR EVENINGS 0357 21888

KIRKHAM MINI BUS CENTRE

SPECIALISTS IN NEW CONVERSIONS TO NEW AND LATE MODEL VEHICLES

BELOW, ALWAYS IN BUILD OR FOR IMMEDIATE DELIVERY

1990 RENAULT MASTER LWB HI TOP DIESEL, 16 HI BACK COACH SEATS, FULL UNDERFLOOR LUGGAGE AREA, SEAT BELTS AND MANY, MANY EXTRAS £13,995

1990 VOLKSWAGEN LT35 HI TOP LWB DIESEL, 8/10 EXECUTIVE SWIVEL, RECLINE LUXURY SEATS, TINTED WINDOWS, IDEAL CONFERENCE LUXURY BUS £13,995

1990 VOLKSWAGEN LT35 HI TOP LWB DIESEL, 16 HI BACK LUXURY COACH SEATS, SOLID, ROOMY, RELIABLE, SUPER BUS WITH ALL THE LUXURY BENEFITS £13,450

1990 TRANSIT 190 LWB DIESEL, 16 HI BACK LUXURY SEATS, BELTS, SALOON LIGHTING, REAR WARNING BUZZER PLUS A HOST OF EXTRAS, SUPER VALUE £12,450

1990 LEYLAND DAF 400 DIESEL LWB HI ROOF, WITH OR WITHOUT SIDE DOOR, 16 FORWARD FACING HI BACK SEATS, BIG ROOMY MINI BUS/COACH £11,950

1989 FREIGHT ROVER 200 DIESEL, 8/11 SEAT TAXI BUS, HI BACK SEATS, LAPSE ETC. £6,995

ALL THE ABOVE TO COIF, OVER 30 BUSES IN STOCK

For use as Airport Bus, Contract Work, School Bus, Tours etc.etc.

For more information Contact John Smith on

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Custom Designed Craftsmen Built

12 months warranty, 12 months COIF, sign written to your name

All inclusive in cost of bus (35864/MM/MB)

BLACKPOOL ROAD, KIRKHAM, PRESTON, LANCS.

FREIGHT ROVER**350 '86 Diesel**

16 seatPSV Bus

£3,000
+ VAT ono**Tel: (Belfast)****0232 815454**

(34782/MM/MB)

WANTED

Minibuses required with

wheelchair lifts

Tel:**0353 740245**

(34849/MM/MB)

CONNAUGHT P.S.V.**Agents for Auto Bus Classique IMMEDIATE DELIVERY****MERCEDES Benz 410D**, 16 seater, all forward facing seats, side emergency exit.
EARLY DELIVERY
MERCEDES Benz 814D 33 seats, exec
711D 25 seats, exec
609D, 23 seats, van conversion with deep boot
USED
1987 E REG MERCEDES 609D, 24 seater
1987 E Reg MERCEDES 307D, 12 seater
1987 D Reg MERCEDES 609D, 26 seater
ALL VEHICLES ARE AVAILABLE FOR VIEWING IN DONCASTER
Telephone Steve Peach (0302) 770863; (0836) 551020 Fax: (0302) 771666
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GARTMORE COMMERCIAL VEHICLES

IMMEDIATE DELIVERY

MERCEDES 609D, hi spec, 26 seater, power door, luggage racks, quad vents, radio cassette, full soft trim.

£35,500 + VAT

DAF 400, hi spec, 16 seater

£17,750 + VAT

Diesel, PAS £17,950 + VAT

Turbo Diesel, PAS £18,750 + VAT

FORD TRANSIT, 150, diesel, semi, hi roof, 16 seater, hi spec

£17,650 + VAT

Tel: 0322 228538 David

0302 328888 Harry 0452 728711 Brian

(34901/MM/MB)

1986 FREIGHT ROVER 350, Minicoach, 16 high back seats, tested Aug, excellent condition.

£3,500 + VAT ono

TRANSIT 130, 14 seat, 2ltr, petrol

1987 D, Tested Sept 93,

£3,000 + VAT

MERCEDES 609D, 1989, 24 seater coach,

power door, luggage pen,

tested Dec. 93. £19,500 + VAT

MERCEDES 609D, New, unregistered,

26 seater coach, glider door P.O.A.

Tel 0877 2395

or 0831 657544

SCOTLAND

(34892/MM/MB)

1983 508D MERCEDES, 19 high back seats, tinted windows, curtains, MoT March '94, vgc. £4,500 + VAT ono. Tel: 0254 887878. (34823/MM/MB)

SHERPA, 1988, 16 seater minibus, newly repainted, not sign written, good condition throughout, should be seen. £5,500 ono. Tel: 0932 828250. (34781/MM/MB)

1984 MERCEDES 307D, 12 high back seats, tinted windows, 5 speed box, tested June '94, good condition. £4,995 + VAT

1981 MERCEDES 207D, 12 high back seats, tested Sept '93, good condition. £2,995 + VAT

Tel. Sheffield 0742 333319

(34784/MM/MB)

VEHICLE SALES - GENERAL

VEHICLES WANTED

TWO 53/57 SEATER COACHES, must be in good condition, on Volvo or Leyland chassis, 1980 onwards. Tel: 0928 572108. (34765/WA)

IVECO, 21 seater, Elme coach works, any condition considered. Tel: 0359 240291, after 6pm. (34766/WA)

WANTED: LEYLAND TIGER or Volvo 245, Plaxton 3200, 53 seats, with long MoT. Up to £25,000. Tel: 0449 678378. (34710/VSG/VW)

WANTED: 25-39 seater coach, year '78 onwards. Tel: 010 3534 125351. (34727/VSG/VW)

Do you have a redundant quality coach with no work? Our sightseeing company would like to hire, for use on our "O-Licence", or take over lease payments on a modern high-floor

49 seater coach with WC/water boiler.

Contact:

City Vision Tours Ltd

071-790 1460

(34898/VSG/VW)

WANTED

55/57 seater coaches, must be in good condition, anything considered (1981 upwards), preferably Volvo/Leyland.

No silly prices

Tel. 061-476 4558

or 0836 384255

(34728/VSG/VW)

VEHICLE SALES

GIRLING COACHES OF PLYMOUTH Day 0752 698569 Eve 0752 794180, 1976 BEDFORD PJK, 29 seater, 330 engine, dem/air door, November MoT £2,500 + VAT ono. 1975 J Series BEDFORD, 330 engine, 20 seats, Caetano body, new MoT. £3,000 + VAT ono.

1981 FORD, 16 seater, petrol, MoT May '94, £1,500 + VAT ono. 1980 FORD, 16 seater, diesel, MoT Oct '93, £1,500 + VAT ono. 1987 RENAULT TRAFIC, 13 seater, MoT June '94, £3,000 + VAT ono. All above vehicles are PSVs.

(34760/VSG)

WANTED FOR CASH - MINIBUSES & MIDIBUSES - ALL MAKES & SIZES.

IMMEDIATE HP SETTLEMENT

Tel. 041 221 3165

or 041 639 6107 Eves

OPEN 6 DAYS INCLUDING SATURDAY

(35828/VSG)

VEHICLE SALES

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty or 200,000 kilometres

NEW MERCEDES 709D, coachbuilt, 29 + 7 standees, wide power door and aisle, dip tac Stock.

NEW MERCEDES 811, diesel, extended coachbuilt, 33 service or coach seats, 12 standees, 1100mm glider door, Dip Tac, wide passage, auto, Allison box, or manual, 7 days.

NEW MERCEDES 814 diesel, extended coach built, luxury coach spec, power swivel door, large boot, racks, in stock.

NEW 711 Turbo, 28luxury, boot, P swivel door, armrests, early.

NEW MERCEDES 809D, 24 seats, full spec, boot, power door, lug rack, radio cassette, 2 weeks. Also 26 manual door, stock.

NEW MERCEDES 410 early 80's, 16 high back face forward seats, stock.

NEW MERCEDES 709, manual, 29 + 7 standees, Stock.

NEW MERCEDES 811, 33 + 12 standees, Allison auto or manual, 7 days.

NEW MERCEDES 814D, coach spec, 33 seats, In stock.

NEW 711 Turbo, 25 luxury, boot, P swivel door, armrests, stock.

NEW MERCEDES 809, 26 seats, 12 standees, Stock.

NEW MERCEDES 809D, 26 seats, coach spec, 12 standees, Stock.

NEW MERCEDES 809D, 26 seats, p/d, boot, 7 days.

NEW MERCEDES 809D, 26 seats, 12 standees, Stock.

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VEHICLE SALES

Day Telephone:
041-776 3268
MIDI MINI COACHES



Evenings
041-775 1884
LUXURY COACHES

- 1989 F MERCEDES 407D**, 15 seat minicoach, Devon conversion, MoT June '94.
- 1987 D BEDFORD YNT**, Plaxton Paramount, 11 metre, 53 seat coach, radio/PA, power door, MoT June '94.
- 1986 D IVECO 79/14** Caetano, 24 seats, power door, destination gear, Telma retarder, MoT Aug '93.
- 1986 D MERCEDES 608D**, 21 seats, 6 standees, power door, destination gear, MoT June '94.
- 1986 C MERCEDES 307D**, Reeve Burgess, 12 seat minicoach, MoT March '94.
- AEC ROUTEMASTERS**, 64 seats, various MoT dates, a choice of 10.

- 1984 A VOLVO B10M BERKHOF**, 60 seats, toilet, wired for TV/video, radio/PA, MoT April '94.
- 1982 Y FORD 360 T** Duple Dominant IV, 53 seats, power door, radio/PA, MoT Oct '93.
- 1981 W BEDFORD YMT**, Duple Dominant 2, 53 seats, radio/PA, MoT Nov '93.
- 1980 V DAF MB** Plaxton Supreme IV, 57 seats, tinted windows, power door, MoT Dec '93.
- 1979 T BEDFORD YMT**, Plaxton Supreme IV, 53 seats, radio/PA, power door, MoT April '94.
- 1978 S BEDFORD YMT**, Duple Dominant Bus, 61 seats, express doors, destination gear, MoT October '93.

OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP. Fax 041-777 8138

SALE / SALE / SALE / SALE

1987 'D' VAN HOOL ALIZEE SUPER HIGH – Leyland Royal Tiger Semi Automatic, 53 recliners + courier, Telma retarder, October 1993 MoT	£42,000
1986 'C' DUPLE 340 – Leyland Tiger 260, Fully/semi automatic, 49 recliners + courier, toilet, servery, Tempo 100 spec, March 1994 MoT	£34,000
1986 'C' PLAXTON 3500 – Leyland Royal Tiger, 6 speed manual, 48 recliners, Telma retarder, Continental door, toilet, servery, June 1994 MoT	£34,000
1984 'PP' PLAXTON 400 NEOPLAN – Mercedes V10 ZF automatic, 73 recliners, toilet, drinks machine, fridge etc. New MoT	£48,000
1984 'A' DUPLE CALYPSO – Bova DAF, 6 speed Manual, 51 seats + courier, toilet, servery, May 1994 MoT	£22,000
1983 'Y' FORD R1114 – Duple Dominant II, 53 seater, May 1994 MoT	£7,000
LEYLAND LEOPARD – Plaxton Supreme Semi Automatic, Paramount front, repanelled, 47 recliners, power door, new MoT, superb value, choice of two	£7,500

TEL: (0395) 222115

FAX: (0395) 222104

(34825/VSG)

EXECUTIVE COACHES

- 41987 MCW high floor single deck coaches, Cummins L10 engines, Voith gearboxes. All previously used for Premier League coaches.
- 1. Either 49 seats, continental door, toilet, video, drinks, CD player and TV equipped or 26 seats with generator, microwave, tables, 2 serveries, fridge, treatment couch and alloy wheels, new May '87, test Nov '93, exceptional condition.
- 2. Either 49 seats, continental door, toilet, video, drinks or 36 seats, table bed inverter, microwave, new June '87, test Feb '94, exceptional condition. Both above vehicles carried 1st teams.
- 3. 50 seater, rear toilet, new March '87, test March '94, used for reserve and youth teams, good condition.
- 4. 48 seater, wired for video, servery, toilet, etc, requires new block to engine – all other parts available, either easy rebuild or use as spares, new March '87, test expired.

All above available immediately
£72,000 + VAT + tyres for the lot or may be split.

Tel: 0909 550480

(34785/VSG)

Daimler Fleetline, Lowbridge, tested
Daimler Fleetline, ex Manchester, tested
2x DMS
43 seat Leopard Service Bus, tested.
Leyland Leopard S/Bus, S/Auto, P/S, full test
Bedford YMT S/Bus, test applied for
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Seddon 25 seat S/Bus
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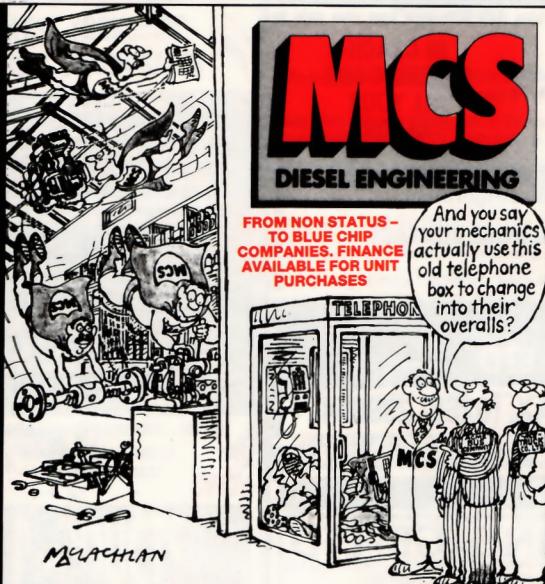
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6.8.93

(34872/A/A)

Department of Engineering & Planning

Technician

£5,229 - £10,644

Required in the busy Public Transport Team of the County Council to help with publicity preparation and distribution, data collection and other tasks.

You will possess GCSE at Grade C (or equivalent) in Mathematics and English.

The ability to drive will be an advantage.

**Job description and application form from Personnel Section,
Department of Engineering & Planning, County Hall, Spetchley
Road, Worcester. Tel: (0905) 766848.
Closing date 6th August 1993.**

**Hereford and Worcester
County Council**

WORKING TOWARDS EQUALITY



TRANSPORT OFFICER (OPERATIONS)

Operational Support Services

The Department is preparing to provide transport services on a trading account basis and a qualified person (eg ICSA, DMS or equivalent) with at least three years' successful experience of managing staff and other resources is required to undertake the day-to-day management of the service.

Knowledge of legal and safety issues relating to specially adapted transport services would be an advantage. Please telephone Julie Caswell on (0305) 224593 for an informal discussion.

Application forms returnable to and further details available from The Director of Social Services, County Hall,

Colliton Park, Dorchester, Dorset DT1 1XJ or by ringing Dorchester (0305) 224799 (24 hour answerphone service including weekends).

Please quote reference SH0181.
Interview date: 2nd September 1993.

Dorset is committed to equal opportunities.



Quality Services for local people

INVITATION FOR PLACEMENT ON SHORT LIST OF TENDERERS

MULTI-OPERATOR TRAVEL TICKET

Expressions of interest are sought from consultants wishing to be placed on a short list of tenderers for the design and subsequent administration of a new multi-operator travel ticket based in areas throughout West Central Scotland. This ticketing product has the backing of the vast majority of bus operators in the area and offers an exciting opportunity and challenge to interested parties.

Those wishing to express interest in receiving further details, including tender documents in due course, should write, by 17 August, in the first instance to:

Denis Noble, 13 Dock Street, CLYDEBANK G81 1LX

Details of experience in this area and any other relevant information should be included.

(34870/A/A)

LANCASHIRE COUNTY COUNCIL

Provision of a Real-Time Bus Passenger Information System in Blackburn

Lancashire County Council are seeking expressions of interest from suitably experienced companies to be placed on a selective tender list for the provision of a real-time bus passenger information system in Blackburn.

Companies must have previous experience in designing, manufacturing and implementing a system which could involve services provided by up to 60 buses and at 30 bus stops at which real-time information will be provided.

To receive a brief outline of the scheme specification, please contact Tim Gornall on Preston (0772) 264564 or Tony Moreton on Preston (0772) 264587.

Expressions of interest are to be returned by 6 August 1993.

County Surveyor and Bridgemaster, Lancashire County Council, P.O. Box 9, Cross Street, Preston PR1 8RD.

Retirement for NCT md

DERRICK Deakin, managing director of Nottingham City Transport is to retire on August 31, after 25 years with the company.

Mr Deakin began his career with Manchester Corporation Transport followed by Cardiff City Transport before joining Nottingham in 1968.

He was appointed general manager in 1983 and became managing director when the company was privatised in 1986, overseeing the company's transition to the deregulated market.

Mr Deakin will be succeeded by **John Pope** who is currently director of operations with the company.

Mr Pope joined the bus industry as a senior management trainee with the National Bus

Company after graduating from Leeds University.

After an initial appointment with Maidstone and District Motor Services Ltd, he joined Oxford South Midland in 1976, becoming the chief traffic assistant.

In 1979 he joined the West Midlands Passenger Transport Executive, and by 1981 he was the operations manager at Wolverhampton.

In 1983 Mr Pope moved to Nottingham as deputy general manager and on company formation in 1986 became director of operations and deputy managing director.

Mr Deakin's retirement will be marked by a Civic Reception, which is to be organised by Nottingham City Council.

Awards for drivers

ATOTAL of 477 City Line drivers qualified for awards from the Road Operators Safety Council Safe Driving Competition. Top of the list were drivers Alan Walker or Winterstoke Road Depot and John Cahill of Lawrence Hill Depot, who have both completed a fantastic 23 years.

Mr Walker, 55, started his second stint with City Line in 1969 and has worked at Winterstoke Road depot ever since, driving the double deckers on routes 47, 48 and 49.

Mr Cahill, 49, who has worked for the company since 1961, started at the old Eastville depot and now works on the Tesco services from Lawrence Hill depot.

In addition, 28 drivers received the new diploma sponsored by Coach and Bus Week and Telma Retarder.

Sixteen drivers received a 10-year diploma, 10 drivers received a 15-year diploma and two drivers received a 20-year diploma.



Top City Line drivers Walker and Cahill

COACH AND BUS WEEK

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COPY FOR
AS LITTLE
AS 70P
PER WEEK**

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2 Year	£80	£0.78	£10
3 Year	£110	£0.70	£25

I WISH TO SUBSCRIBE TO COACH AND BUS WEEK

Name: Job Title:

Company:

Address:

Postcode: Tel No.

YOUR COMPANY DETAILS (please tick as appropriate)

1. Total no of employees _____

3. Fleet Size (please specify)

Bus _____

Coach _____

Other _____

5. Do you have responsibility for the recommendation / purchase and / or specification of the following (Tick all that apply)

Purch Spec Rec

Parts / Spares

Oil / Fuel

Tyres

Breakdown / Recovery

Insurance / Finance

Fuel cards

Training

2. What is your company's main business function?

4. What is your primary job function?

Bus Operator

Owner / Director

Coach Operator

Senior / General Manager

Local Government

Engineering / Service Manager

Other (please specify) _____

Other (please specify) _____

PAYMENT (please tick as appropriate)

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Airmail 1 yrs' subscription £115

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